

# AMERICAN RAILROAD JOURNAL.

## STEAM NAVIGATION, COMMERCE, FINANCE, ENGINEERING, BANKING, MINING, MANUFACTURES.

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### American Railroad Journal.

New York, Saturday, May 4, 1872.

#### Junction Railway.

This road, which is intended to connect the Michigan Branch of the Canada Southern Railway with Toledo, will be commenced immediately and buried to completion. The stockholders of the Junction Railway met in Toledo on the 24th ult., for the purpose of perfecting an organization, and the following Directors were elected: Milton Courtright, of Erie, Penn.; Sidney Dillon, of New York; J. S. Casement, of Painesville, Ohio; Robert Cummings, C. A. King, G. W. Davis, and C. B. Phillips, of Toledo.

At a subsequent meeting, the Directors elected officers as follows: President—Gen. J. S. Casement; Vice President—C. A. King; Secretary and Treas.—C. B. Phillips.

The Company will at once proceed to the construction of a road from Toledo to the Michigan State Line, and have a connection completed with the city as soon as the main line of the Canada Southern Railway is finished which will probably be by the close of navigation next fall.

### MAY INVESTMENTS.

#### Banking House of JAY COOKE & CO., 20 Wall Street.

We offer for sale at par and accrued interest the First, Mortgage Land Grant Gold Bonds of the Northern Pacific Railroad Company. They are free from United States Tax to the holder, and are issued in the following denominations: Coupons, \$100, \$500 and \$1,000; Registered, \$100, \$500, \$1,000, \$5,000 and \$10,000.

The Bonds are secured by a first and only mortgage on all the property and rights of the Company, which will embrace, on the completion of the work: First, Over Two Thousand Miles of Road, with rolling stock, buildings and all other equipments; Second, Over Twenty-three Thousand Acres of Land to every mile of finished road. This land extends in a broad, fertile belt from Wisconsin, through the richest portions of Minnesota, Dakota, Montana, Idaho, Oregon and Washington, to Puget Sound.

Both Principal and Interest on the Bonds are payable in Gold coin, at the office of JAY COOKE & CO., New York City—the Principal at the end of 30 years, and the Interest (at the rate of seven and three-tenths per cent. per annum) first of January and July.

These Bonds are at all times receivable at ten per cent. premium, in payment for the Company's lands (now being offered for sale), at their lowest cash price.

In addition to their absolute safety, the Bonds yield an income larger we believe, than any other first-class security. Persons holding United States 5-20s can, by converting them into Northern Pacifics, INCREASE THEIR YEARLY INCOME ONE-THIRD, and still have a perfectly reliable investment. And with the same entire confidence with

which we commended Government Bonds to Capitalists and People, we now, after the fullest investigation, recommend these Northern Pacific Bonds to our friends and the general public.

Further information, pamphlets, maps, &c., will be furnished, on application, by any of the Banks or Bankers acting as Agents for the Loan.

### JAY COOKE & CO. New York, Philadelphia and Washington. FISCAL AGENTS NORTHERN PACIFIC RAIL- ROAD COMPANY.

#### Accidents upon Railroads.

The subject of accidents upon railroads has not generally been discussed in a spirit and manner befitting its character. It is usually entirely neglected, until some misfortune befalls a railroad, when the daily press join in the most violent clamor and the most ridiculous vaticinations respecting railroad management in general, and safeguards against accidents in particular, which have little more influence than the uncorking of a bottle of soda water.

There are, of course, three kinds of accidents, 1. Those resulting from neglect or misunderstanding on the part of the officials of a railroad. 2. Those resulting from the breaking of any part of a train, or of the track. And, 3. Those resulting from the carelessness of passengers, or of persons crossing or re-crossing a track.

It speaks well for the general excellence of the management of our railroads, that so few serious accidents occur from the first of these causes. But it happens that when accidents do occur from the neglect or incompetence of employees, they are usually of a very severe character. A collision, or what is usually worse, the running of one train into the rear of another, seldom takes place without resulting in a serious loss of life. Five such accidents, which have occurred within the past eighteen years, caused a loss of more than two hundred lives, an average of more than forty each. We do not suppose that this class of accidents can be entirely avoided. Until men become perfect we must look for collisions between railroad trains. It was supposed that by means

of double tracks, and the use of the telegraph, they would become much less frequent; as indeed they have, in proportion to the number of trains that are run; but with better means of avoiding danger, greater risks are taken, and the public will undoubtedly be occasionally startled by accidents of this character, involving serious loss of life and limb.

Accidents from the second cause are of much more frequent occurrence and not less disastrous. A broken rail, a broken truck, a spread track, or an imperfect bridge, not unfrequently produces the death or serious injury of many scores of people. That these occur as frequently as they do, is partly the fault of railroad management, and partly the fault of our railroad system—the manner in which our railroads are constructed. Strength and solidity have not been the primary considerations in the construction of many railroads in the United States. They must be built and operated cheaply, and with only such excellence as is consistent therewith. Even this is not always secured, for in the building of many land-grant roads, with politicians directing their affairs, much jobbery has either added to the cost or impaired the quality of the work. We look for improvement under this head. As old structures are rebuilt they will be made stronger. The steel rail will be less liable to break. Experience has pointed where caution must be exercised to guard against accidents resulting from the breaking of material. One division of this branch of the subject, however, still baffles management, and is full of danger to the public. We refer to draw-bridges. Some of the most serious accidents in the history of railroads have been the plunging of trains through draw-bridges. That at Norwalk, though occurring 10 years ago, is still fresh in the memory of the public. There seems to be no safety except in the extreme measure which the New Haven Company then resorted to, namely, requiring every passenger train to come to a full stop before crossing any such bridge. A draw-bridge is from its nature a movable structure. It must be opened and may not be fully closed; and thus requires extraordinary provision against accidents from its use.

Of the third cause of accidents—the carelessness or recklessness of people themselves—little need be said. The only wonder is that they do not more frequently occur. In no other country in the world, are steam locomotives allowed to run along and across public highways. Here, again, has public security been sacrificed to economy. The public practically has said to railroad companies substantially this: "To build a railway as it is built in Europe will greatly increase its cost, which will increase your charges upon passengers and freight; therefore occupy our public and private highways wherever you may conveniently do so, and we will take our share of the risk." Nothing but the complete isolation of the tracks of our railroads can reduce the number of accidents of this character; and such isolation seems not, as yet, to be generally demanded.

If it be supposed, that accidents occur in this country more frequently and more disastrously than in Europe, it is a mistake. The following are late statistics upon the subject:

#### ACCIDENTS UPON RAILROADS IN BELGIUM.

Year.	Total of casualties.	Whole No. of passengers carried to each casualty.	Miles of road operated to each casualty.
1866.....	168	69,270	2,93
1867.....	150	84,113	3,56
1868.....	157	81,688	3,42
1869.....	117	116,043	4,58

#### ACCIDENTS UPON RAILROADS OF GREAT BRITAIN.

1866.....	850	328,829	16,29
1867.....	1004	286,562	14,19
1868.....	812	374,753	17,00
1869.....	1553	190,446	9,75

#### ACCIDENTS UPON RAILROADS OF MASSACHUSETTS.

1866.....	115	192,407	12,13
1867.....	134	176,570	10,56
1868.....	119	209,378	12,06
1869.....	164	171,502	8,89

We grant that our railroads are more liable to accident. They are not so well built. They are more subject to the action of severe frosts. Their tracks are much more open to the approach of pedestrians, vehicles, and cattle, the employes are not subject to as rigorous discipline, nor as thoroughly trained. But our people are much more intelligent, have more presence of mind, and easily avoid dangers which the average European would stumble into. Our railroad employes, if not under so good discipline, are less subject to mere routine, less trammeled by red-tape, and rigid conventionalities. With us a conductor or engineer will not hesitate to act as brakeman, switchman, or to bear a signal in any direction, should the safety of his train demand; in Europe this would be impossible. Doubtless, the manner of building our ordinary passenger cars serves to diminish the injury resulting from accidents. In one case, a train ran into the rear of another; but the passengers in the rear cars were warned in time, and nearly all made good their escape. This could not have been done in an English train. The peculiar severity of accidents which have happened to sleeping cars also suggests the superiority in point of safety of the day passenger car which is mostly in use.

#### Wheeling and Lake Erie Railroad.

The common council of Wheeling, W. Va., on the 23d ult. passed an ordinance submitting to the people, at an election to be held on June 1st, the proposition to subscribe \$300,000 to the construction of a railroad bridge across the Ohio river at that point. The purpose of the bridge is to make a connection with the Wheeling and Lake Erie Railroad, now under construction. This road has a capital stock of \$4,000,000, with authority to issue bonds for \$3,200,000, and runs to Sandusky on Lake Erie, 150 miles, and thence to Toledo 45 miles. The whole line has been put under contract to be completed within two years after the surveys shall be made and the local subscriptions filled up. The Wheeling *Intelligencer* prints a report on the road made by Joel Wood, its president, in which he claims that it will shorten the distance between Baltimore and Sandusky by 70 miles, and "will materially stimulate the trade between Baltimore and the Western cities and great lakes."

Hugh J. Jewitt has been elected President, Daniel Applegate Treasurer, and W. King Secretary of the Central Ohio Railroad Company.

#### Pittsburgh, Cincinnati and St. Louis Railway.

To the Stockholders of the Pittsburgh, Cincinnati and St. Louis Railway Company:

Your Board of Directors, in surrendering the trust confided to them at the last annual election, beg leave to submit the following report of the operations on the different roads owned and leased by your company, and of its financial condition at close of the fiscal year.

The Annual meeting occurring so soon after the end of the year, it is quite impracticable, in view of the extended operations of the company, to give the actual results of the year's business.

Those herewith presented, thereupon, are based upon the settlement of the company's accounts to November 30th, ult., with an estimate for the additional month of December.

The earnings and expenses of the road operated by your company during the past year were as follows:

#### PITTSBURGH, CINCINNATI & ST. LOUIS RAILWAY.

##### EARNINGS.

From freight.....	\$2,320,076	23
" passengers .....	773,532	04
" mails, express, &c.....	223,365	17

Total for 1871.....\$3,316,973 44

Total for 1870.....2,864,559 24

Increase (15 $\frac{1}{4}$  per cent.).....\$452,414 20

Earnings per mile of road.....\$16,500 00

##### EXPENSES.

To conducting transportation.....	\$871,217	70
" motive power.....	703,253	14
" maintenance of way.....	567,517	61
" maintenance of cars.....	180,949	68
" general expenses.....	51,140	54

Total for 1871.....\$2,374,978 67

Total for 1870.....2,115,790 36

Increase (12 2-10 per cent.).....\$258,288 41

Per cent. of earnings absorbed by expenses 1871, 71 6-10; do., 1870, 73 9-10.

The net earnings of this road were.. \$942,394 77

From which deduct for one year's interest on funded debt.....\$669,090 00

Hire of equipment (since purchased).....27,322 07

696,412 07

Profit in operating P. C. & St. Louis Railway .....\$246,482 70

Of this amount there has been paid for interest that matured prior to January 1st, 1871....\$260,108 05

Rent of equipment .... 61,260 15

Sundry old claims.... 41,854 53

363,222 73

Actual loss in 1871.....\$116,740 03

#### LITTLE MIAMI RAILROAD.

##### EARNINGS.

From freight.....	\$929,233	95
" passengers.....	690,595	51
" mails, express, &c.....	146,730	42

Total for 1871.....\$3,766,559 88

Total for 1870.....1,873,468 38

Decrease (5 7-10 per cent.).....\$106,908 50

Earnings per mile of road.....\$8,981 00

It is proper to state in this connection, with reference to the foregoing decrease in earnings, that there was included in the earnings of 1870, \$41,564, for dividends on 10,391 shares in the stock of the Columbus and Xenia Railroad Company, held by the Little Miami Railroad Company, and transferred to this company with the assets of the former company at the time of the lease. Although forming a legitimate source of revenue, and properly to be taken into consideration in computing

the value of the lease, they cannot be treated as earnings, strictly speaking, of the Little Miami Railroad.

## EXPENSES.

For conducting transportation .....	\$446,254 57
" motive power .....	327,432 33
" maintenance of way .....	272,276 62
" maintenance of cars .....	134,232 60
" general expenses .....	79,606 60

Total for 1871 .....	\$1,259,802 73
Total for 1870 .....	1,219,236 72

Increase (3½ per cent.,) .....	\$40,566 01
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Per cent. of earnings absorbed by expenses 1871, 71 3-10; do., 1870, 65 1-10.

The net earnings of this road were... \$506,757 15  
Add revenue from miscellaneous sources .....

sources .....	55,372 49
Total .....	\$562,129 64

From which deduct for one year's interest on funded debt of the companies embraced in the lease of the Little Miami Railroad. \$188,934 31

One year's dividend and U. S. Tax on the same, under said lease..... 493,847 73

Organization and other expenses..... 13,874 97

Interest on bonds of Cincinnati Street connection..... 6,384 52

703,041 58
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Loss in operating Little Miami Railroad..... \$140,911 89  
Add for sundry claims paid, incurred in previous years..... 23,151 16

Total loss in 1871 .....	\$164,863 05
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COLUMBUS, CHICAGO & INDIANA CENTRAL RAILWAY.  
EARNINGS.

From freight..... \$2,852,014 23  
" passengers..... 1,145,831 62  
" mails, express, &c..... 172,492 03

Total for 1871 .....	\$4,170,337 88
Total for 1870 .....	3,581,018 10

Increase (18 1-10 per cent.,) .....

\$689,319 78
--------------

Earnings per mile of road..... \$7,104 00

## EXPENSES.

For conducting transportation .....

\$969,788 60	
" motive power .....	1,135,753 17
" maintenance of way .....	658,384 33
" maintenance of cars .....	277,017 85
" general expenses .....	89,062 30

Total expenses 1871 .....	\$3,130,106 25
Total expenses 1870 .....	2,856,910 16

Increase (9 56-100 per cent.,) .....

Per cent. of earnings absorbed by expenses 1871, 75 1-10; do., 1870, 80 9-10.

The net earnings of this road were... \$1,040,231 63

From which deduct for rental from Feb. 1, to Dec. 1, 1871, being 30 per cent. of gross earnings..... \$1,154,313 73

Less difference in adjustment to April 1, assumed by Pennsylvania Railroad Co.. 135,088 70

1,019,225 03
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Profit in operating C. C. & I. C. Railway..... \$21,006 60

Sundry claims paid belonging to previous years .....	51,006 70
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Actual loss in 1871 .....	\$30,000 10
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The net result of the operating of the three roads controlled by the company may now be stated as follows:

Profit in operating P. C. and St.

Louis Railway ..... \$246,482 70

Profit in operating C. C. and I. C.

Railway ..... 21,006 60

Total ..... \$267,489 30

Less loss in operating Little Miami

Railroad ..... 140,911 89

Total ..... \$126,577 41

Claims paid belonging to previous years as before stated ..... 488,180 59

Actual loss on all the lines in 1871. To which add net loss to December 31, 1870..... \$311,608 18

Shows a total deficit to December 31, 1871 ..... 575,795 57

Shows a total deficit to December 31, 1871 ..... \$887,898 75

## FINANCIAL CONDITION.

The foregoing result places the financial condition of the company, December 31, 1871, as follows:

Common stock ..... \$1,774,700 00

" of S. I. & I. R. R. Co., unconverted ..... 725,800 00

Total common stock ..... \$2,500,000 00

Preferred stock ..... \$2,917,250

" of S. & I. R. R. Co., unconverted. 7,100

Total preferred stock ..... 2,924,350 00

Funded debt ..... 10,004,140 24

Bonds of Cincinnati Street Connection Railway assumed with lease of Little Miami Railroad ..... 262,500 00

Loan of Pennsylvania Railroad Co. 3,049,893 21

Loan of Union R. R. & T. Company 100,000 00

Bills payable ..... 640,290 72

Due other companies ..... 184,779 96

Due for current expenditures ..... 925,991 86

Miscellaneous liabilities ..... 125,803 01

Supplies and other assets received with leased roads payable at the termination of leases ..... 1,100,479 96

Total ..... \$21,818,228 46

To represent which the company has the following fixed property and assets, viz:

Cost of road, real estate, equipment, &c. .... \$18,030,444 30

Additions made to Cincinnati Street

Connection Railway ..... 64,639 00

Due for betterments to leased roads, payable in stock and bonds of companies owning said roads. 636,467 35

Supplies on hand ..... 513,728 86

Due by Station Agents, &c. .... 284,350 21

Due by other companies ..... 416,736 94

Miscellaneous assets ..... 333,378 98

Sundry securities ..... 506,855 50

Cash ..... 144,228 50

Total ..... \$20,930,829 71

Leaving a deficit as before explained, ..... \$887,898 75

While the aggregate result of the operating of the roads owned and leased by your company thus shows a loss, the steady increase of earnings, growing control over outlay and expenses and near approach to completeness of the entire properties, justify the belief that henceforward they will, as a whole, be self-sustaining, and ultimately yield return to the shareholders.

During the year much has been done towards improving the properties, and the equipment of the roads owned and operated by your company, the cost of such improvement having been charged to repairs. The increased amount expended on your own road on this account, and in providing for the business represented by increased earnings was \$258,288 41.

Extensive additions have been made to your road and equipment during the past year, amounting to \$1,311,798 22, composed as follows:

For locomotives ..... \$514,312 98

" cars ..... 396,731 56

" tunnel widening ..... 158,509 84

" double track and sidings ..... 182,787 76

" real estate and right of way ..... 46,995 27

" miscellaneous purposes ..... 12,455 81

Total ..... \$1,311,798 22

This amount appears in the accounts as part of the "Cost of Road and Equipment." The means whereby this outlay was met, were derived mainly from the Pennsylvania Railroad Company, and with similar expenditures previous to 1871, form the greater part of the indebtedness to that company, which as stated above is \$3,049,893 21. Of the whole amount of this debt \$2,122,571 28 was incurred prior to January 1, 1871, as certified by your late President, Hon. Thomas L. Jewett, and \$2,626,618 91 had accrued to April 1, 1871, the date at which your Board assumed the active charge of the property. It has been arranged to pay \$3,000,000 of this debt by an issue of an equal amount of preferred stock at par, the Pennsylvania Railroad Company having signified its willingness to receive such stock in payment. You will, therefore, be requested to vote upon the question of authorizing an increase of \$3,500,000 of preferred stock, the excess of \$500,000 to be held in reserve for future contingencies. The remainder of the debt due the Pennsylvania Railroad Company, \$49,893 21, is payable in the income bonds of the Columbus, Chicago and Indiana Central Railway Company at par, receivable by your company in payment or betterments made to that road.

The line of your company to St. Louis terminates at that important point with the St. Louis, Vandalia and Terre Haute Railroad, in the operating of which, as co-lessee, you have a large direct interest. The current operation of this road is self-sustaining, but the necessity for increased equipment for its growing business has required some outlay which promises a large return, but for the present is a draft upon your resources.

You are asked to sanction the lease of the Chartiers Railway, which will be laid before you. Its terms impose no responsibility on your company, beyond the superintendence of its operation, and its accounts, and the payment of its net earnings to the Chartiers Railway Company.

The independent access of the line of your company to the great starting point for the South, at Louisville, had become so important, and was so entirely dependent upon mere comity, which might any day be terminated by the intervention of rival interests, that your Board has taken action to secure an approach to Louisville, by a lease of the Jeffersonville, Madison and Indianapolis Railroad, which lease will also be presented to you for your consideration, and you are asked to ratify and confirm it at your present meeting. It provides for a rental to be paid equivalent to the interest and sinking fund on the funded debt of the proprietary company, and a dividend of seven per cent. per annum on its capital stock of \$2,000,000. Its terms are guaranteed by the Pennsylvania Railroad Company, and it is believed that the property it embraces will be self-sustaining, besides forming an indispensable link in the lines of your company.

Your Board takes pleasure in acknowledging the valuable aid it has received from the officers of the company, and the efficient manner in which they and the employees, in all departments, have conducted that portion of the business committed to their charge.

By order of the Board,  
THOMAS A. SCOTT, President.

The contractors for the grading of the Atchison, Topeka and Santa Fe railroad are pushing forward rapidly to Fort Larned.

## Commerce of New York.

The foreign imports at New York for the month of March, 1871 and 1872, are officially stated as follows:

	1871.	1872.
Entered for consumpt'n.	\$22,889,471	\$20,779,299
Do. for warehousing	18,271,955	15,585,953
Free goods	2,577,244	2,561,827
Specie and bullion	207,394	291,189

Total entered at port	\$88,696,064	\$89,218,268
Withdrawn fr. wareh'use	11,695,478	10,998,300

The foreign imports at New York for the three months from January 1, were:

	1871.	1872.
Entered for consumpt'n.	\$58,804,068	\$59,753,377
Do. for warehousing	37,376,557	45,061,042
Free goods	8,884,144	7,715,276
Specie and bullion	2,914,631	574,212

Total entered at port	\$102,979,450	\$113,103,907
Withdrawn fr. wareh'use	34,386,994	35,132,208

The foreign imports at New York for the nine months ending March 31, were:

	1871.	1873.
6 months ending Jan. 1.	\$156,839,208	\$183,028,276
January	28,792,062	35,679,496
February	35,491,324	38,206,143
March	38,696,064	39,218,268

Total	\$259,818,658	\$296,182,188
Deduct specie	7,616,866	2,180,768

Total mdse	\$251,702,292	\$293,951,415
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The duties received at New York for nine months ending with March, were:

	1871.	1872.
6 mos. ending Jan. 1.	\$67,729,184	75
January	12,010,020	67
February	12,258,147	69
March	15,305,799	14

Seven months	\$107,308,152	25
	\$116,202,190	89

The exports from New York to foreign ports in the month of March, were:

	1871.	1872.
Domestic produce	\$21,211,713	\$15,602,687
Foreign free goods	121,098	120,905
Do. dutiable	806,521	806,427
Specie and bullion	7,569,880	2,718,604

Total exports	\$29,709,212	\$19,243,623
Do. exclusive of specie	22,189,882	16,530,019

The exports from New York to foreign ports for three months from January 1, were:

	1871.	1872.
Domestic produce	\$57,842,194	\$50,529,053
Foreign free goods	194,315	479,888
Do. dutiable	1,680,441	2,387,251
Specie and bullion	13,741,157	5,226,623

Total exports	\$73,458,107	\$58,622,815
Do. exclusive of specie	59,716,950	53,896,192

The exports (exclusive of specie) from New York to foreign ports for nine months ending with March, were:

	1871.	1872.
6 months ending Jan. 1.	\$107,654,919	\$119,604,290
January	18,837,876	18,951,004
February	18,739,742	17,915,169
March	22,189,882	16,530,019

Total produce	\$167,871,869	\$173,000,482
Add specie	55,092,032	27,537,547

Total exports	\$222,463,901	\$200,538,029
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The Eikhorn Independent states that the surveyors are busily at work surveying the line of the Old Wisconsin Central Railroad via Geneva, Elkhorn, Whitewater, &c., and hopes to see the road built the present summer.

## Texas Pacific Railroad.

The amended Texas Pacific Railroad bill has been passed by the United States Senate. It provides that the company must build and maintain a line from Marshall, Texas, to Shreveport, Louisiana, and requires the gauge to be uniform with other Pacific roads. Twenty-five miles must be built from the western terminus eastward within three years, and not less than one hundred miles within two years from the eastern end, and not less than one hundred miles a year thereafter, and the whole road to be completed in ten years. An amendment limiting the issue of construction bonds to \$40,000 a mile, and authorizing the company to include in mortgages to secure their bonds any lands they may acquire by consolidating with other roads to whom land grants may have been made, along the same route, was passed. The company is also required to begin the construction of the road from San Diego eastward within one year from the passage of the act.

## Great Western Railway of Canada.

## REPORT OF THE DIRECTORS.

The receipts on capital account during the half-year to January 31st, 1872, amounted to 155,270 $\frac{1}{2}$ , as follows:

Five per cent. preference stock, fourth instalment	£102,617
Ditto in anticipation of the last instalment	2,547
Ditto paid up in full for conversion into ordinary shares	177,238

Deduct 4 per cent. bonds due 1st Jan., 1872, paid off	£142,203
Ditto difference in exchange on 292 shares transferred from Canada to London	14

Shares issued on conversion of preference stock during the half-year at the rate of 5 shares for every 100 $\frac{1}{2}$ stock, viz.:	£142,217
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602,740 $\frac{1}{2}$ stock converted into 30,137 shares of 20 $\frac{1}{2}$ 10s. each	£617,808
620 $\frac{1}{2}$ stock converted into 31 shares of \$100 each	637

£618,415	Less preference stock cancelled on conversion
603,360	15,085

£155,270	The total receipts on capital account amounted on 31st January, to 6,559,578 $\frac{1}{2}$ .
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The charges on capital account during the half-year amounted to 284,410 $\frac{1}{2}$ , of which 106,661 $\frac{1}{2}$  has been expended on account of the Glencoe, 19,877 $\frac{1}{2}$ , the balance to complete the Brantford branch, 30,438 $\frac{1}{2}$ , for 13 new narrow gauge freight locomotives, being additional stock, 39,735 $\frac{1}{2}$ , for 50 new platform cars and 239 new freight box cars, and the increased value of 50 new eight-wheeled box freight cars, replacing the same number of four-wheeled box cars, which have been transferred to the engineer's department, also being additional stock, 6 $\frac{1}{2}$  miles of additional sidings at various parts of the line, proportion of charge (3 $\frac{1}{2}$  per ton) of 4,000 tons of steel rails laid in the main line during the half-year, and sundry smaller expenses, the details of which are shown in the engineer's and mechanical superintendent's reports.

The total expenditure to 31st January amounted to 5,985,563 $\frac{1}{2}$ , leaving a balance unexpended of 574,015 $\frac{1}{2}$  at the credit of capital account.

The receipts and expenditure on revenue account for the half-year have been as follows:—

Gross receipts	£527,351
Working expenses, including renewals and all charges	313,636
	£213,715

From which is deducted—	
Interest on bonds	£40,379
Discount and charges on conversion of American currency	27,818
Amount set aside for renewals of ferry steamers	3,000
Loss on working Erie and Niagara	1,082
Alteration of gauge account—proportion charged this half-year	9,100
Amount paid for repairs and compensation Nith River Bridge accident account	5,993
Vote of shareholders to Chicago fire relief fund	1,000
	88,373
	£125,341

Add profit on working Galt and Guelph	£1,139
Balance of interest account	4,670

5,810	Available for dividend
	£135,998

The dividend for the half-year on the 5 per cent. preference stock amounts to 7,429 $\frac{1}{2}$ , leaving a balance of 128,563 $\frac{1}{2}$ . From this balance the directors recommend the payment of a dividend for the half-year on the ordinary shares at the rate of 6 per cent. per annum, payable in London on 30th April, which will absorb 122,924 $\frac{1}{2}$ , and leave a balance of 5,643 $\frac{1}{2}$  to be carried forward to the next half-year.

The aggregate revenue receipts (exclusive of Galt and Guelph), compared with the corresponding half-year, exhibit a gross increase of 83,002 $\frac{1}{2}$ , as follows:—

In way passenger traffic	£10,142
Through passenger traffic	9,391
Way freight and live stock traffic	28,341
Through freight and live stock traffic	32,957
Mails and express freight	2,119
Rents	49

£83,002	With these increased gross earnings producing an increased net revenue of 36,847 $\frac{1}{2}$ , the directors are unable to declare a larger dividend than in the corresponding year, the result having been adversely affected in comparison with the corresponding half-year by the following items, among others—
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Proportion of alteration of gauge account	£9,100
Proportion of Nith River Bridge accident account	5,993

Special vote to Chicago fire relief fund	1,000
Amount credited in corresponding half-year, being balance accrued under working of Tripartite agreement for year 1870	3,196

Increased loss by converting a greater amount of American currency than in corresponding half-year	10,458
----------------------------------------------------------------------------------------------------	--------

The balance being increased dividend on account of the participation of further installments paid on preference stock, and the large amount paid up in full and converted into ordinary shares during the half-year.

The renewal fund for the ferry steamers amounts to 17,980 $\frac{1}{2}$ , after debiting 8,2

the late steamer "Transit," and will be so dealt with.

The discount and charges on the conversion of American currency for the half-year amounted to 27,818 $\frac{1}{2}$ , as compared with 17,360 $\frac{1}{2}$  in the corresponding half-year.

This increased loss, notwithstanding the lower rates of gold, is due to the increased amount of earnings in American currency.

The average rate of conversion was 111 1-16th, as compared with 113 $\frac{1}{4}$  in the corresponding half-year, the average price of gold having been 111 $\frac{1}{4}$  this half-year. The amount of assets in American funds at 31st January was \$360,519 91, as compared with \$348,022 41 at the commencement of the half-year.

The following table exhibits the receipts and expenses (including renewals) for seven corresponding half years:—

Half-year ending	Receipts.	Expenses.	Per cent.
31 Jan., 1866	£387,039	£170,003	143.98
31 Jan., 1867	331,513	166,632	50.26
31 Jan., 1868	400,812	193,666	48.31
31 Jan., 1869	423,311	209,752	49.55
31 Jan., 1870	424,182	243,379	57.37
31 Jan., 1871	444,348	267,481	60.19
31 Jan., 1872	527,351	313,636	59.47

It should be observed that the expenses during the half-year include a sum of 3,401 $\frac{1}{2}$  for locomotive renewals, and also a sum of 4,109 $\frac{1}{2}$  for car renewals, in addition to the amount actually expended, which sums have been carried to the credit of a renewal fund account, it having been impossible to carry out the full repairs during the half-year in consequence of the great demand for the rolling stock. The directors have, during the past half-year, had under consideration a recommendation from the company's officers in Canada, that the half-yearly charge to revenue for the future repairs and renewals of rolling stock should be made at a fixed rate per mile. This principle, which is in conformity with the views of the auditor, has been approved by the board and will be adopted in the next half-year's account.

The following is a summary of the revenue results of the past half-year, compared with the corresponding period (including Galt and Guelph traffic):—

Half-years ending	1872.	1871.
Passenger traffic:—Way...	\$442,117	\$390,520
Through	451,568	405,864
Total	892,685	796,384
Freight traffic:—Way.....	591,044	453,202
Through.	1,084,382	873,989
Total	1,625,426	1,327,189
Excess baggage, mails, and express freight.....	67,780	57,430
Total traffic earnings	\$2,586,892	\$2,181,005

It is satisfactory to note in the earnings for the past half-year that the local traffic continues to show a steady increase, the percentage to the total traffic being 39.93 per cent., as compared with 38.67 per cent. in the corresponding period.

The analysis of traffic receipts during the half-year gives the following results:—

Passenger earnings per mile—	1872.	1871.
Cents.	Cents.	Cents.
Receipts per way passenger.....	2.896	2.707
" per through passenger....	2.266	2.304
Freight earnings per mile—		
Receipts per ton way freight.....	3.254	3.480
" " through freight...1.223	1.369	

During a large portion of the half-year, West-bound freights were carried at excessively low rates; but an arrangement was arrived at in the last week of November for a restoration to nearly corresponding rates, and those increased rates have since been maintained.

The cost of ordinary working expenses per

train mile for seven corresponding half-years is as follows:—

Jan. 31,	Sterling.	Jan. 31.	Sterling.
1866 .....	4s. 6d.	1870 .....	4s. 9d.
1867 .....	4 7 <i>1</i> <sub>2</sub>	1871 .....	4 6 <i>1</i> <sub>2</sub>
1868 .....	4 5 <i>1</i> <sub>2</sub>	1872 .....	4 8
1869 .....	4 3 <i>1</i> <sub>2</sub>		

The condition of the roadway may be stated as excellent, enabling the trains to run with great regularity. The use of steel rails continues to prove satisfactory. Of the 229 miles of main line 79 miles are laid with steel rails, and it is proposed, during the year 1872, to add about 80 miles more of steel track, and in 1873 to relay the remainder of the main line 70 miles with steel rails.

On 31st January the whole of the company's car stock had been converted to the 4ft. 8*1*<sub>2</sub>in. gauge, but the third rail, affording also the 5ft. 6in. gauge, is still kept down between London and Hamilton, 76 miles, on which to run the broad gauge locomotives until they can be sold or are worn out.

Adopting the formula of the auditors, but applying the careful estimates of the mechanical superintendent, the cost of completing the conversion from broad to narrow gauge is expected to be somewhat less than stated in the last report; but in order to allow for contingencies, the same amount (9,100 $\frac{1}{2}$ ) as in last half-year's accounts has been deducted.

The Wellington, Grey, and Bruce was opened for traffic to Harriston, 48*1*<sub>2</sub> miles, on 27th November. There is, therefore, the result of only nine weeks' working of the extended mileage in the half-year's results. The increase to the Great Western traffic during the half-year was 7,293 $\frac{1}{2}$ , while the profit of working the line at 70 per cent. of their earnings amounted to 42*1*<sub>2</sub>. 18s. 2d. Recently 7 additional miles to Clifford have been opened.

The directors consider it desirable that the company should become owners of the Erie and Niagara, a line of 31*1*<sub>2</sub> miles, extending from Lake Erie to Lake Ontario, along the Niagara River, which has been worked by the Great Western since the autumn of 1866. An agreement has been entered into for the transfer of this railway, with all its property, franchises and privileges, to be secured if necessary by parliamentary title, for the sum of 75,000 $\frac{1}{2}$ , which will be submitted for the approval of the proprietors.

The branch line from Suspension-bridge to Buffalo, belonging to the Erie and forming an alternative route to New York by that railway, continues to prove of great value, and the relations with that company for the interchange of traffic cannot fail to be improved by the recent reorganization of the Erie board.

The receipts and expenditure of the Detroit and Milwaukee have been as follows for the year ending 31st December 1871:—

Gross earnings .....	£309,702
Working expenses, taxes, &c. £193,476	
Interest on bonds, &c. ....	88,445
	281,921

Balance ..... £27,780

The new lines in Michigan, across the Detroit and Milwaukee, have naturally affected that company's traffic, but not so seriously as might have been expected.

The directors have the satisfaction of stating that the great Western of Canada is in every respect a sound property. The condition of its permanent way and rolling stock, with its narrow gauge track throughout, and its established connections in the United States, will enable it to claim its full share of the inexhaustible traffic flowing from the Western States to the Atlantic seaboard.

The Pittsburgh City Councils have authorized the erection of new water-works, at a cost of \$3,000,000. The works are to be constructed on Brilliant Hill on the banks of the Allegheny river, about seven miles from the city.

#### Philadelphia Scale Works.

The Messrs. RIEHLE BROS., proprietors of the Philadelphia Scale Works, who succeeded Abbott & Co. and Banks, Dismore & Co. a few years since, are gaining for themselves an enviable reputation by their manifest perseverance, energy and enterprise. Their Testing Machine which recently appeared in the *Scientific American* of 50 tons capacity, and the one of a different description which appears in May number of the *Franklin Institute Journal*, are proofs of a spirit of advancement possessed by them which is certainly commendable.

These machines are exceedingly accurate, and spoken of as being most satisfactory in their working; they have several in operation for some years; but recently, on account of the many inquiries received from all directions, they have made the subject of Testing Metals, Rope, Chain, Stone, &c., a matter of study, and have made several valuable improvements in it. They make the only Wrought Iron Lever Railroad Track Scale whose excellence is acknowledged by numbers having them in use. The fulcrums are made on philosophical principles, being composed of steel knife edges cushioned in wrought iron, carefully finished and accurately fitted into the levers. This scale has never broken down in any instance, but is strong, durable and reliable. Their celebrated Stock House or Charging Scale, with any desired number of beams, used in Iron Furnaces, &c., is well and favorably known and is considered indispensable. These Compound Parallel Crane Beams, for weighing heavy castings, &c., are constantly manufactured by them, originating, as they did, at their works. Their Rolling Mill Scales are made extra heavy, and particularly adapted for the purpose intended.

This firm have made for several years past a patented frost-proof Wagon Scale. The levers are placed at right angles, from the edge of platform, and all the jar comes necessarily upon the ends of the fulcrum, instead of striking them obliquely, as in the case of other scales, and thus producing a serging motion so injurious to the fulcrum points and knife edges. They are built upon sill wall, and do not hang from the surrounding foundation walls which are more or less subjected to the action of the frost. This scale has a steady platform, and with the Patented Double Beam attachment comprised the best scale for the purpose ever presented to the public. Any one visiting Philadelphia would be well repaid if they call at the Philadelphia Scale Works, and will be shown through them, and receive every attention; or if they have no time to call, will receive illustrated catalogue upon application. Their card can be found in another column of this paper.

The Danville (Va.) *Register* says that about 500 hands are now employed on the grading of the Lynchburg and Danville Railroad throughout its length. The work is being everywhere prosecuted with energy. They are getting ready to construct a bridge across Cherrystone, near the court-house, and the present expectation is that the Banister will be closed with trestle-work.

The laying of the Sugar River (N. H.) Railroad track from Newport to Claremont, commenced on the 30th ult.,

## RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
<b>Central Pacific (in gold):</b>													
1867.....	38,169	51,831	60,029	81,156	95,828	121,703	174,812	181,297	200,550	212,109	128,166	75,871	1,470,663
1868.....	64,463	86,937	81,396	96,481	106,885	164,729	259,590	251,832	262,770	293,422	286,562	342,743	2,300,767
1869.....	212,604	218,982	391,308	485,048	568,270	556,080	582,657	511,854	609,788	579,642	535,360	467,659	5,670,882
1870.....	413,104	394,176	488,333	633,758	768,719	729,274	783,099	807,815	777,183	828,447	746,800	612,805	7,983,513
1871.....	536,498	485,490	614,446	756,250	917,760	807,237	807,238	1,006,873	1,032,801	1,005,475	898,562	549,202	9,390,983
1872.....	634,480	545,487	683,050	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
<b>Chicago and Alton:</b>													
1865.....	280,503	275,283	290,063	258,480	322,278	355,270	335,985	400,251	401,280	357,956	307,919	226,824	8,840,092
1866.....	226,183	222,241	290,111	269,249	329,851	371,544	321,597	387,269	322,638	360,223	323,030	271,247	3,695,153
1867.....	243,787	157,832	235,961	282,165	335,510	342,358	354,244	415,982	405,999	426,752	359,102	330,169	3,892,861
1868.....	276,117	275,140	267,094	270,121	303,342	384,504	404,012	558,101	486,196	503,746	409,569	361,701	4,508,643
1869.....	343,182	315,059	388,727	328,390	345,833	402,854	351,045	498,232	506,623	468,212	397,515	340,851	4,681,563
1870.....	281,109	316,037	342,897	348,039	408,086	408,659	418,709	506,681	497,519	475,608	441,197	404,264	4,849,405
1871.....	353,235	342,369	384,999	388,964	461,290	466,097	633,655	534,163	507,617	473,227	455,607	377,687	5,278,910
1872.....	372,316	329,170	378,021	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
<b>Chicago and Northwestern:</b>													
1863.....	273,876	317,839	390,356	421,363	466,830	565,145	480,710	519,306	689,605	729,759	716,378	563,400	6,114,566
1864.....	541,005	482,164	499,296	468,358	585,623	747,942	702,691	767,508	946,707	932,683	754,671	547,842	7,976,490
1865.....	523,566	399,917	523,845	537,519	585,948	925,983	808,524	797,475	1,000,086	1,200,216	1,010,892	712,359	9,299,420
1867.....	696,147	574,664	765,398	774,280	895,712	895,658	888,214	1,063,237	1,448,942	1,541,057	1,211,530	879,900	11,632,739
1868.....	724,890	807,478	850,192	1,094,597	1,211,150	1,180,933	1,076,674	1,251,940	1,507,479	1,570,479	1,107,084	1,001,987	13,384,711
1869.....	892,093	830,287	1,142,166	1,112,190	1,268,444	1,251,961	1,157,056	1,037,974	1,305,673	1,371,780	1,140,145	845,708	13,355,467
1870.....	706,025	753,782	585,359	929,077	1,178,897	1,139,284	1,034,393	1,227,513	1,259,282	1,306,338	1,037,964	773,494	12,203,403
1871.....	655,428	602,482	774,994	787,641	1,094,101	952,899	851,846	1,092,337	1,281,574	1,047,318	1,006,235	842,012	10,997,868
<b>Cleveland, Col., Cin. and Indianapolis:</b>													
1868.....	242,205	236,160	242,509	236,435	193,959	203,696	218,347	271,425	287,451	293,296	262,798	230,061	2,918,342
1869.....	204,112	180,840	239,522	247,661	241,456	259,408	253,367	341,783	320,025	293,615	271,555	242,621	3,095,955
1870.....	203,069	226,897	244,182	246,046	250,169	274,021	249,355	319,012	317,887	339,239	319,573	284,156	3,273,719
1871.....	270,204	273,751	315,149	295,460	281,491	288,775	314,850	360,759	374,671	338,723	340,625	317,773	3,765,343
1872.....	327,538	318,626	34,766	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
<b>Illinois Central:</b>													
1864.....	327,900	416,588	459,762	423,797	406,373	510,100	423,578	640,170	799,236	661,391	657,141	603,402	6,329,447
1865.....	571,586	528,97	616,665	616,608	460,573	617,682	578,403	747,469	739,736	641,589	643,887	518,088	7,181,208
1866.....	603,063	507,406	505,465	411,605	569,250	567,679	480,626	578,253	571,348	661,971	588,219	504,066	6,546,741
1867.....	647,120	544,871	417,071	440,271	477,027	516,493	525,242	709,327	738,530	823,901	727,810	613,329	7,160,902
1868.....	587,443	526,165	444,443	518,800	572,551	626,249	649,714	744,326	889,967	931,530	685,401	681,041	8,717,629
1869.....	569,138	524,693	709,645	568,282	640,975	778,261	696,228	841,363	979,401	914,406	814,413	696,677	8,823,482
1870.....	623,383	601,789	601,326	555,087	684,539	712,647	627,216	899,052	901,235	903,225	811,708	697,751	8,678,958
1871.....	624,744	520,317	568,598	620,228	713,162	718,722	707,992	836,041	890,287	753,184	755,436	688,131	8,401,142
1872.....	642,466	27,068	572,175	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
<b>Marietta and Cincinnati:</b>													
1866.....	90,411	85,447	84,351	81,181	96,388	103,373	98,043	106,921	104,866	113,504	112,962	123,802	1,201,239
1867.....	94,136	78,976	92,910	92,768	90,526	96,535	106,594	114,716	121,217	142,823	132,387	123,383	1,278,713
1868.....	92,433	81,599	98,482	108,461	95,416	95,924	108,413	126,566	121,519	125,065	119,169	121,408	1,294,056
1869.....	98,517	91,666	103,558	109,526	111,033	118,648	114,496	129,388	140,473	132,869	131,019	109,629	1,390,822
1870.....	90,177	88,275	101,379	106,246	110,213	111,117	111,127	118,407	132,998	153,531	144,023	141,376	1,418,869
1871.....	130,883	126,224	140,740	119,173	115,115	118,572	127,341	166,191	175,438	172,567	169,820	1,690,714	1,690,714
1872.....	152,577	142,408	150,784	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
<b>Michigan Central:</b>													
1864.....	252,435	278,848	348,802	338,276	271,553	265,780	263,244	346,781	408,445	410,802	405,510	376,470	3,970,946
1865.....	306,324	279,137	344,228	327,241	401,456	365,663	329,105	413,501	476,661	490,694	447,670	328,570	4,520,550
1866.....	282,439	255,700	337,158	343,737	365,196	335,083	324,986	369,646	429,161	493,640	414,604	308,669	4,260,115
1867.....	304,095	283,661	375,210	362,783	333,952	294,977	313,021	398,993	464,778	506,296	412,934	330,373	4,371,073
1868.....	343,316	304,315	326,880	416,758	369,236	325,501	321,013	392,942	465,973	611,820	410,826	399,671	4,509,251
1869.....	320,120	320,636	386,527	411,514	403,646	366,623	329,950	353,569	473,546	490,772	448,419	374,542	4,744,164
1870.....	337,992	329,128	384,431	412,030	409,283	363,187	326,891	378,880	487,990	511,447	453,873	387,827	4,755,958
1871.....	418,755	442,665	441,685	470,703	480,847	427,096	422,515	529,890	628,660	582,802	533,506	.....	.....
1872.....	505,586	258,525	384,590	243,650	222,263	189,241	211,352	288,899	325,879	330,991	.....	.....	.....
<b>Milwaukee and St. Paul:</b>													
1867.....	819,763	240,755	261,143	316,266	401,900	369,356	365,412	350,565	751,738	1,101,771	775,616	438,323	5,683,608
1868.....	369,228	321,203	333,508	436,412	565,718	458,191	423,398	522,682	1,024,045	1,037,464	565,917	468,880	6,512,646
1869.....	454,590	330,400	420,951	460,288	630,844	678,923	586,531	525,547	724,732	1,040,102	801,195	496,566	7,250,069
1870.....	396,171	382,823	377,571	443,133	730,700	755,737	636,434	661,020	808,318	908,313	731,014	592,758	7,420,421
1871.....	396,760	327,431	377,571	483,884	662,367	658,018	451,113	506,557	815,345	841,150	644,625	473,295	6,668,056
1872.....	460,985	258,554	384,590	243,650	222,263	189,241	211,352	288,899	325,879	330,991	.....	.....	.....
<b>Ohio and Mississippi:</b>													
1864.....	210,229	260,466	309,201	269,444	224,963	222,242	268,177	302,598	332,400	278,006	346,243	275,950	5,

## CITY PASSENGER RAILROAD SHARE AND BOND LISTS

## HORSE PASSENGER RAILROAD SHARE LIST

Years ending	Length equiv. single track, Horses and Dummies. Cars.	COMPANIES.	Cost of Road and Equipment.	Share Capital.	Indebtedness.	Earnings.	Dividends on paid Capital.	Value of Shares.	PASSENGER RAILROAD BONDS.												
									Bonded Debt.	Floating Debt.	Gross.	Net.	Par.	Paid.	Market.	Amount out- standing.	Interest Rate.	Pay- able.	Principa- lly Payable.	Market Price.	
Sept. 30, '70	7.25	No. 94	No. 14	Albany ..... N.Y.	156,100	110,300	40,000	\$	87,061	22,592	p. c.	\$	100	100	...	\$	pc	7	J. & J.	18-	...
Sept. 30, '70	0.96	—	—	Albany st. Freight (B'ton). Mass.	47,765	75,000	—	—	1,136	2,654	557	—	100	100	...	40,000	7	J. & J.	1872	...	
Oct. 31, '70	3.41	11	4	Allentown ..... Pa.	30,118	30,500	—	—	12,733	1,886	100	—	100	100	24	604,000	7	J. & J.	1881	...	
Dec. 31, '68	31.00	479	73	Baltimore City ..... Md.	—	—	—	—	480,046	—	6	100	100	—	—	100,000	7	J. & J.	1881	...	
Sept. 30, '70	3.36	422	53	Bleek, st. & F. F. (N.Y.C.) N.Y.	1,975,049	900,000	694,000	29,500	316,259	54,828	—	100	100	—	—	500,000	7	J. & D.	1884	...	
Sept. 30, '70	2.75	—	—	Boston and Chelsea ..... Mass.	110,000	110,000	41,000	—	4,400	4,004	4	100	100	—	—	80,000	7	J. & J.	18-	...	
Sept. 30, '70	10.76	192	49	Boston & West Roxbury. Mass.	41,000	41,000	—	—	—	—	—	100	100	—	—	300,000	7	J. & J.	1882	...	
Sept. 30, '70	16.00	798	112	B'dway & 7th Av. (N.Y.C.) N.Y.	583,894	200,000	1,500,000	100,000	707,983	242,248	6	100	100	—	—	379,000	7	M. & N.	1878	...	
Sept. 30, '70	7.00	—	28	Brooklyn, Bath & Coney I.N.Y.	180,855	170,000	80,000	91	35,842	8,514	—	100	100	—	—	800,000	7	J. & J.	1890	...	
Sept. 30, '70	72.00	1412	297	Brooklyn City ..... N.Y.	2,032,878	1,500,000	300,000	156,350	1,334,084	115,653	120	100	100	—	—	200,000	7	J. & J.	1875	...	
Sept. 30, '70	24.33	211	49	B'klyn. City, Hun. P. & P.P.N.Y.	685,864	300,000	379,000	30,443	166,955	24,058	—	100	100	—	—	24,058	100	100	—	...	
Sept. 30, '70	11.00	190	41	Brooklyn City & Newtown. N.Y.	600,000	600,400	—	—	150,922	23,653	—	100	100	—	—	150,922	100	100	—	...	
Sept. 30, '70	6.00	—	—	B'klyn Flatbush & Coney Isl. N.Y.	106,000	180,000	100,000	(Open)	24,048	—	—	100	100	—	—	24,048	100	100	—	...	
Sept. 30, '70	24.00	190	39	Brooklyn and Jamaica ..... N.Y.	1,288,100	488,100	800,000	—	—	—	—	100	100	—	—	84,500	7	J. & J.	18-	...	
Sept. 30, '70	14.50	—	—	Brooklyn & Rockaway Bl. N.Y.	210,793	145,500	84,500	3,000	34,357	18,241	—	100	100	—	—	341,500	7	J. & D.	1881	...	
Sept. 30, '70	15.21	182	52	Buffalo street ..... N.Y.	415,121	73,000	341,464	14,927	164,622	19,466	—	100	100	—	—	150,000	6	J. & J.	1883	...	
Sept. 30, '70	27.43	—	20	Bushwick (Brooklyn) ..... N.Y.	319,171	302,000	52,000	1,938	124,372	35,910	9,0	100	100	103	—	626,000	7	J. & J.	1874	...	
Sept. 30, '70	3.26	20	4	Central City (Syracuse) ..... N.Y.	29,334	21,130	6,000	74	18,738	5,035	10	100	100	—	—	18,738	100	100	—	...	
Sept. 30, '70	36.00	761	141	Cen. P., N. & E.R. (N.Y.C.) N.Y.	1,629,175	1,068,400	626,000	60,199	618,136	56,485	—	100	100	—	—	187,500	7	J. & J.	1877	...	
Oct. 31, '70	7.25	50	50	Citizens' (10th&11th sts.) (Ph.) Pa.	207,264	192,750	—	—	251,773	76,780	36.3	50	19	—	—	50,000	7	J. & J.	1870	...	
Oct. 31, '70	9.06	152	34	Citizens' (Pittsburg) ..... Pa.	244,884	184,000	50,000	7,700	155,156	42,598	16.3	50	44	—	—	214,000	7	J. & J.	1873	...	
Sept. 30, '70	14.83	210	18	Coney Island (Brooklyn) ..... N.Y.	647,363	500,000	214,000	38,238	147,669	17,414	—	100	100	—	—	100,000	7	J. & J.	1878	...	
Sept. 30, '70	22.79	819	109	Dry Dock, E.B. & B. (N.Y.C.) N.Y.	909,871	1,200,000	700,000	30,000	709,274	124,300	8	100	100	—	—	124,300	100	100	—	...	
Sept. 30, '70	3.50	12	4	Dunkirk and Fredonia ..... N.Y.	42,851	34,825	—	—	8,544	4,106	7	100	100	—	—	700,000	7	J. & J.	18-	...	
Sept. 30, '70	11.75	—	—	East New York & Jamaica ..... N.Y.	257,698	171,700	82,700	1,619	27,701	4,241	—	100	100	—	—	18,738	100	100	—	...	
Oct. 31, '70	1.63	12	3	Easton and S. Easton ..... Pa.	25,230	29,562	—	—	9,799	2,577	5.0	20	20	—	—	206,000	7	J. & J.	18-	...	
Sept. 30, '70	18.00	867	161	Eight Avenue (N.Y. City) N.Y.	1,540,173	1,000,000	203,000	30,000	812,442	182,523	12.0	100	100	—	—	2d st. & G'd st. Ferry (N.Y.):	100,000	7	J. & J.	1873	...
Dec. 31, '70	6.00	—	—	Elizabeth & Newark ..... N.J.	224,749	200,000	24,738	—	34,986	11,129	5.0	100	100	—	—	160,000	7	J. & J.	1873	...	
Oct. 31, '70	2.27	19	5	Eric City ..... Pa.	32,291	19,807	20,296	—	16,143	—	50	9	—	—	16,143	100	100	—	...		
Sept. 30, '70	2.70	20	4	Fifth Ward (Syracuse) ..... N.Y.	44,763	23,335	10,000	—	12,327	2,185	—	100	100	—	—	12,327	100	100	—	...	
Sept. 30, '70	9.63	232	54	44d st. & Gr'd st. F. (N.Y.C.) N.Y.	1,052,479	748,000	215,000	—	384,800	93,276	10.0	100	100	—	—	100,000	6	J. & J.	1883	...	
Oct. 31, '70	17.04	301	45	Frankford & Southwark (Ph.) Pa.	786,242	491,750	187,500	30,000	329,605	36,039	6.0	50	49	44	—	15,000	7	J. & J.	1874	...	
Sept. 30, '70	3.25	26	6	Genesee & Water st. (Syr.) N.Y.	59,354	42,500	12,700	—	13,503	—	100	100	—	—	13,503	100	100	—	...		
Nov. 31, '70	34.25	360	60	Germantown (Phila.) ..... Pa.	562,270	307,545	350,000	—	356,759	102,350	19.5	50	18	38	—	250,000	7	J. & J.	1877	...	
Oct. 31, '70	5.40	155	25	Glirard College (Phila.) ..... Pa.	174,657	170,000	10,000	—	161,906	37,685	6.0	50	17	44	—	250,000	7	J. & J.	1877	...	
Sept. 30, '70	9.00	90	15	Gr'd st. & Newtown (Bk'n) N.Y.	270,000	170,000	90,000	—	89,627	8,196	2	100	100	—	—	100,000	7	J. & J.	1873	...	
Dec. 31, '70	7.25	200	42	Green and Coates (Phila.) ..... Pa.	243,615	150,000	100,000	—	180,211	32,244	6.0	50	47	44	—	100,000	7	J. & J.	1878	...	
Sept. 30, '70	10.00	112	24	Harlem Br. Morr. & F'dham. N.Y.	260,682	114,010	134,000	4,000	74,945	7,894	—	100	100	—	—	90,000	7	J. & J.	18-	...	
Oct. 31, '70	2.14	11	—	Harrisburg City ..... Pa.	60,249	41,995	112,864	1,240	5,997	2	—	25	24	—	—	100,000	7	J. & J.	1877	...	
Oct. 31, '70	14.10	336	56	Hest. Mant. & F'mount (Ph.) Pa.	474,248	306,386	164,400	1,000	262,890	49,315	6.5	50	7	21	—	136,000	7	J. & J.	1877	...	
Sept. 30, '70	3.56	27	—	Kingston and Rondout ..... N.Y.	78,835	75,000	—	—	22,120	3,252	—	100	100	—	—	100,000	7	J. & J.	1877	...	
Oct. 31, '70	7.20	116	17	Lombard and South st. (Ph.) Pa.	168,555	105,000	62,500	—	100,755	9,201	2	100	100	30	30	25,900	7	J. & J.	1874	...	
Sept. 30, '70	3.82	50	9	Lowell Horse ..... Mass.	49,180	55,530	—	—	26,181	2,431	—	100	100	—	—	100,000	7	J. & J.	1878	...	
Sept. 30, '70	11.75	239	35	Lynn and Boston ..... Mass.	276,221	200,000	50,000	51,137	136,719	Loss.	—	100	100	—	—	100,000	7	J. & J.	1883	...	
Sept. 30, '70	3.41	—	—	Malden and Melrose (Bttn). Mass.	60,246	200,000	45,572	—	16,740	—	100	100	—	—	100,000	7	J. & J.	1886	...		
Sept. 30, '70	0.91	—	—	Marginal Freight (Boston). Mass.	191,834	191,500	—	—	46,454	1,144	—	100	100	—	—	100,000	7	J. & J.	1886	...	
Sept. 30, '70	3.07	—	—	Medford & Charlestown (Bttn). Mass.	36,000	21,000	4,000	—	1,120	—	100	100	—	—	100,000	7	J. & J.	1877	...		
Sept. 30, '70	4.88	43	6	Merrimac Valley ..... Mass.	42,206	50,000	—	—	6,174	23,375	—	100	100	—	—	100,000	7	J. & J.	1877	...	
Sept. 30, '70	33.65	914	170	Metropolitan (Boston) ..... Mass.	1,624,594	1,250,000	—	—	297,271	685,303	99,519	10.0	100	67	67	20,000	7	J. & J.	1881	...	
Sept. 30, '70	7.29	247	49	Middlesex (Boston) ..... Mass.	530,367	400,000	100,000	2,402	34,807	2,962	—	100	100	—	—	100,000	7	J. & D.	1884	...	
Dec. 31, '70	3.40	—	—	Newark and Irvington ..... N.J.	50,806	30,000	15,000	—	12,000	8,000	4.0	20	20</td								

## RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.	Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.	Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Albany and Susq* ... 100	\$3,067,800	J. & J.	Jan. '72 3½	Little Miami* ... 50	\$5,871,450	J. A. J. O.	Apr. '72 2	Warren (N. J.) ... 100	\$1,800,000	J. & D.	Dec. '71 3½
Allegheny Valley ... 50	2,265,350	- & -	- - -	Little Schuylkill* ... 50	2,648,100	J. & J.	Jan. '72 3½	Warwick Valley ... 100	225,000	A. & O.	Apr. '72 2½
Atlanta and West Point ... 100	1,232,200	J. & J.	July '71 4	Long Island ... 50	3,000,000	M. & S.	Sept. '71 3	West Jersey ... 100	1,200,000	F. & A.	Feb. '72 4
Atlantic and Gulf ... 100	3,691,200	- & -	- - -	Louisville, Cin. and Lex* ... 50	1,623,483	J. & J.	July '69 3	Winchester & Potomac* ... 100	180,000	J. & J.	Jan. '72 3
" " " pref. 100	821,664	J. & J.	July '71 3½	" pref. 100	848,700	J. & J.	Jan. '72 4	Winchester & Strasburg* ... 100	500,000	J. & J.	Jan. '72 3½
Atlantic and St. Law* ... 100	2,394,100	M. & S.	Sept. '71 2	Louisville & Nashville* ... 100	8,680,912	F. & A.	Feb. '72 4	Worcester and Nashua ... 75	1,400,555	J. & J.	Jan. '72 4½
" " " new 1870,100	1,600,000	- - -	- - -	Lowell and Lawrence ... 100	3,000,000	J. & D.	Dec. '70 3	HORSE-POWER R. R.			
Avon, Genesee & Mt. M.* 100	194,250	A. & O.	Apr. '72 1½	Lykens Valley ... 20	600,000	F. M. A. N.	May '72 2½	Albany City ... 100	110,300	- & -	- - -
Baltimore and Ohio ... 100	13,151,962	M. & N.	May '72 5	Macon and Western ... 100	2,500,000	J. & D.	Dec. '71 5	Baltimore City ... 100	800,000	J. & J.	Jan. '72 1
Washington Br. ... 100	1,000,000	A. & O.	Apr. '72 5	Maine Central ... 100	3,400,500	- & -	- - -	Bleekerst. & F. Fy. (N.Y.) ... 100	900,000	- & -	- - -
Parkersburg Br. pref. ... 50	5,680,685	- & -	- - -	Manchester and Law ... 100	1,000,000	M. & N.	May '72 5	Boston and Chelsea ... 100	110,000	A. & O.	Apr. '72 4
Berkshire* ... 100	600,000	J. A. J. O.	Apr. '72 1½	Marietta & Cincinnati ... 50	1,372,891	- & -	- - -	Broadway (Brooklyn) ... 100	200,000	J. A. J. O.	Apr. '72 3
Blossburg & Corning* ... 50	260,000	J. & D.	Dec. '71 2	" 1st pref. 50	8,130,719	M. & S.	Sep. '68 3½	Broadw. & 7th Av. (N.Y.) ... 100	2,100,000	J. & D.	Jun. '70
Boston and Albany ... 100	16,664,100	M. & N.	May '72 5	" 2d pref. 50	4,460,368	M. & S.	Sep. '68 3½	Brooklyn City ... 100	1,500,000	F. M. A. N.	Nov. '71 3
Bos. Clin. & Fitchb. pref. 100	633,200	- & -	- - -	Massawippi* ... 100	400,000	F. & A.	Feb. '72 3	Brooklyn City & Newt. ... 100	600,000	J. & J.	July '70 3½
Agricultural Br. guar ... 100	60,000	J. & J.	July '71 3	Memphis & Charleston* ... 25	5,312,725	J. & D.	Jan. '69 3	Brooklyn and Jamaica ... 100	488,100	- & -	- - -
Bost. Conn. & Mont. * pref. 100	800,000	M. & N.	May '72 3	Michigan Central ... 100	14,665,848	J. & J.	Jan. '72 5	Bushwick (Brooklyn) ... 100	302,000	J. & J.	July '71 3½
Boston and Lowell ... 500	2,215,000	J. & J.	Jan. '72 4	Mill Creek & Minehill* ... 50	323,375	J. & J.	Jan. '72 5	Cambridge* ... 100	727,800	A. & O.	Apr. '72 4
Boston and Maine ... 100	5,000,000	M. & N.	May '72 5	Milwaukee and St. Paul ... 100	11,822,878	J. & J.	Dec. '70 7½	Cen. Park. N. & E. Riv. ... 100	1,068,400	A. & O.	Oct. '67 2½
Boston and Providence ... 100	3,950,000	M. & N.	May '72 5	" pref. 100	10,825,103	J. & J.	Feb. '72 7	Citizens' (Phil.) ... 50	500,000	J. & J.	Jan. '72 7
Buffalo, N. Y. and Erie* ... 100	960,000	J. & D.	Dec. '71 3	M. Hill & Seneca. Hay* ... 50	3,856,450	J. & J.	Jan. '72 4	Citizens' (Pbg.) ... 50	200,000	M. & N.	Nov. '71 7
Burlington and Mo. Riv. ... 100	1,380,000	J. & J.	Jan. '72 4	Morris and Essex* ... 50	11,900,950	J. & D.	Dec. '71 3	Joney Island & Brookl. ... 100	500,000	- & -	- - -
Camden and Amboy* ... 100	5,947,800	J. A. J. O.	Apr. '72 2	Nashua and Lowell ... 100	800,000	M. & N.	May '72 5	D. Dock E. B'dw. & Bat. ... 100	1,200,000	F. M. A. N.	Nov. '71 2
Camden and Atlantic ... 50	877,100	- & -	- - -	Naugatuck ... 100	1,864,400	F. & A.	Feb. '71 5	Eighth Avenue (N.Y.) ... 100	1,000,000	J. A. J. O.	Oct. '71 3
" " " pref. 50	752,700	- & -	- - -	Nesquicong Valley* ... 50	1,000,000	M. & N.	Mar. '72 5	Elizabeth and Newark ... 100	200,000	- & -	- - -
Cape Cod ... 60	915,577	J. & J.	Jan. '72 \$2½	Newark and N. York* ... 100	977,400	J. & J.	Jan. '72 3½	42nd St. & G. St. Ferry ... 100	748,000	M. & N.	Nov. '71 5
Cape May and Millville* ... 50	447,000	J. & J.	Jan. '72 4	N. Bedford & Taunton ... 100	500,000	M. & N.	May '72 5	Frankf. & Southw. (Ph.) ... 50	491,750	J. & J.	Jan. '72 3
Cataqua & Fogelsv. ... 50	426,900	Novemb.	Nov. '71 6	N. Castle & Beaver Val.* ... 50	1,800,000	J. & J.	Aug. '69 12	Germantown (Ph.) ... 100	1,00,000	J. & J.	Oct. '71 3
Catawissa* ... 50	1,159,600	- & -	- - -	N. Haven & Northamp. ... 100	605,000	J. A. J. O.	Apr. '72 2	Girard College (Ph.) ... 50	500,000	J. & J.	July '71 3
" " " pref. 50	5,200,000	M. & N.	May '72 3½	New Jersey* ... 100	7,295,200	J. A. J. O.	Apr. '72 2	Grand St. and Newton ... 100	170,000	J. & J.	July '71 2
Cayuga and Susq.* ... 50	589,110	J. & J.	July '71 4	New London Northern* ... 100	1,063,500	J. & J.	Jan. '72 4	Green & Coates St. (Ph.) ... 50	500,000	J. & J.	Jan. '72 4
Oedar Rapids & Mo. R.* 100	6,860,400	M. & N.	May '72 1½	" Certif. ... 100	44,428,330	A. & O.	Apr. '72 4	Heston, Mantau & Fairm. ... 100	2,050,000	J. & J.	Jan. '72 1½
" " " pref. 100	769,600	M. & N.	May '72 3½	Ohio and Mississippi* ... 100	2,000,000	A. & O.	Apr. '72 4	Lomb. & South Sts. (Ph.) ... 25	105,000	A. & O.	Oct. '71 6
Central of Georgia ... 100	4,565,800	J. & D.	Dec. '71 5	" pref. 100	19,995,847	- & -	- - -	Lynn and Boston ... 100	200,000	- & -	- - -
Central of New Jersey ... 100	15,000,000	J. A. J. O.	Apr. '72 2	N. York and Harlem ... 100	8,500,000	J. & J.	Jan. '72 4	Malden and Melrose ... 100	200,000	- & -	- - -
Central Ohio* ... 50	2,425,000	J. & D.	Dec. '71 3	N. York & New Haven ... 100	9,000,000	J. & J.	Jan. '72 5	Metropolitan (Boston) ... 100	1,250,000	J. & J.	Jan. '72 5
" " " pref. 50	400,000	J. & D.	Dec. '71 3	N. Y. Provid. & Boston ... 100	2,000,000	J. A. O. J.	Apr. '72 2½	Middlesex (Boston) ... 100	400,000	A. & O.	Apr. '72 3
Chemung* ... 100	380,000	J. A. J. O.	Apr. '72 1½	Nig. Bridge & Canand* ... 100	1,000,000	J. & J.	Jan. '72 3	Ninth Avenue (N.Y.) ... 100	797,820	- & -	- - -
Cheshire, preferred ... 100	2,100,000	J. & J.	Jan. '72 2	North Carolina* ... 100	4,000,000	irregular	July '71 3	Orange and Newark ... 100	282,555	- & -	- - -
Chicago, Alton ... 100	8,925,500	M. & S.	Mar. '72 5	P. Philadelphia City ... 50	111,000	M. & N.	May '71 4	Philadelphia City ... 50	750,000	J. & J.	July '71 3
" " " pref. 100	2,425,400	M. & S.	Mar. '72 5	" 150,150	January	J. & J.	Jan. '72 5	Philadelphia and Darby ... 20	200,000	J. & J.	July '71 2
Chicago, Burl. & Quincy ... 100	20,000,000	M. & S.	Mar. '72 5	Northern Central ... 50	5,000,000	M. & N.	May '72 3	Phila. and Grey's Ferry ... 50	284,775	J. & J.	Jan. '72 3
Chicago, Iowa & Nebras* ... 100	3,916,300	J. & J.	Jan. '72 5	Northern N. Hampsph. ... 100	3,068,400	J. & D.	Dec. '71 4	Pbg. Alleg. & Manchester ... 50	200,000	M. & N.	Nov. '69 8
Chicago & N. Western ... 100	14,720,959	J. & D.	June '71 5	Northern New Jersey* ... 100	1,000,000	J. & J.	Jan. '72 4	Second Avenue (N.Y.) ... 100	888,100	J. A. J. O.	July '71 2½
" " " pref. 100	20,415,013	J. & D.	Dec. '71 3½	Pacific of Missouri ... 100	3,635,750	F. & A.	Feb. '72 4	Second & Third St. (Ph.) ... 50	982,100	J. & J.	Jan. '72 5
Chicago, R. I. & Pacific ... 100	19,000,000	A. & O.	Apr. '72 4	Panama ... 100	7,000,000	J. A. J. O.	Apr. '72 5	17th & 19th streets (Ph.) ... 50	500,000	J. & J.	July '71 2
Cin. Ham. & Dayton ... 100	3,600,000	A. & O.	Apr. '72 4	Paterson and Hudson* ... 100	630,000	J. & J.	Jan. '72 5	Sixth Avenue (N.Y.) ... 100	750,000	M. & N.	May '71 5
Cin., Sand. & Cle. ... 50	2,967,800	- & -	- - -	Paterson and Newark* ... 100	500,000	J. & J.	Jan. '72 4	Third Avenue (N.Y.) ... 100	1,170,000	F. M. A. N.	Aug. '71 4
Clev., Col., Cin. & Ind. ... 100	428,646	M. & N.	May '72 3	Paterson and Ramapo* ... 100	248,000	J. & J.	Jan. '72 4	13th & 15th street (Ph.) ... 50	1,000,000	J. & J.	July '71 2
Cleveland & Mahoning* ... 50	13,944,000	F. & A.	Feb. '72 3	Pember & Hightstown* ... 50	342,150	J. & J.	Jan. '72 4	Somerville (Boston) ... 100	75,000	A. & N.	May '72 3
Cleveland & Pittsburgh* ... 50	2,057,559	M. & N.	May '72 3	Pennsylvania ... 100	39,500,000	M. & N.	May '72 5	South Boston ... 100	400,000	J. A. J. O.	Apr. '72 2½
Col., Chic. & Ind. Cen.* 100	7,494,588	F. M. A. N.	May '72 2½	Peoria & Bureau Val.* ... 100	1,200,000	F. & A.	Feb. '72 4	Union (Boston) ... 100	200,000	M. & N.	Nov. '71 4
Columbus and Xenia* ... 5	13,000,000	J. A. J. O.	Jan. '72 2	Philadelphia and Erie* ... 50	6,004,300	J. & J.	Jan. '72 4	Union (Phila.) ... 50	400,000	J. & J.	Jan. '72 5
Columbus & Hocking Val. ... 100	1,500,000	M. & N.	May '72 5	" pref. 50	2,400,074	J. & D.	Dec. '71 3	West Philadelphia ... 50	400,000	J. & J.	Jan. '72 7
Concord and Porta.* ... 100	350,000	J. & J.	Jan. '72 3	Pittsfield & N. Adams ... 100	48,000	J. & J.	Jan. '72 3	CANALS.			
Conn. & Fassim p. Riv. ... 100	2,084,200	F. & A.	Feb. '72 3	Pittsfield and Keeneboc ... 100	616,700	J. & J.	Jan. '72 3	Chesapeake & Delaware ... 50	1,983,563	J. & D.	Dec. '71 3
Connecticut River ... 50	1,740,000	J. & J.	Jan. '72 5	Portland and Keeneboc ... 100	3,204,250	M. J. S. D.	Mar. '72 3	Chesapeake and Ohio ... 25	8,229,594	- & -	- - -
Cooperstown and Susq. ... 100	307,833	- & -	- - -	Yarmouth certificates ... 100	2,024,400	J. & D.	Dec. '71 4	Delaware Division ... 50	1,633,350	F. & A.	Feb. '72 4
Cumberland Valley ... 100	1,826,000	A. & O.	Oct. '71 4	Portl. Saco & Portsm ... 100	1,500,000	J. & J.	Jan. '72 5	Delaware and Hudson ... 100	15,000,000	F. & A.	Feb. '72 5
Danbury* ... 100	400,000	M. J. S. D.	Dec. '71 4	Providence & Worcester ... 100	1,200,000	J. A. J. O.	Apr. '72 2	Delaware and Raritan* ... 100	5,847,400	J. A. J. O.	Apr. '72 2½
Delaware* ... 100	1,230,911	J. & J.	Jan. '72 3	Rhode Island & Providence ... 100	2,000,000	J. A. J. O.	Apr. '72 1	Eric of Pennsylvania ... 60	64,000	- & -	- - -
Del., Lackaw. & Western* ... 5	18,000,000	J. A. O. J.	Apr. '72 2	Special Imp. 100	2,040,000	J. & J.	Jan. '72 3	Lehigh Coal & Navigat. ... 60	8,739,800	M. & N.	May '67 3
Detroit & Milwaukee* ... 50	2,095,000	J. & J.	Jan. '72 2	St. Croix and Penobscot ... 100	100,000	J. & J.	Jan. '72 3	Monongahela Navigat. ... 50	1,003,500	J. & J.	July '71 5
Erie Railroad ... 100	78,000,000	F. & A.	Feb. '72 6	St. L. Alt. & T. Haute ... 100	2,300,000	- & -	- - -	Morris (consolidated) ... 100	1,026,000	F. & A.	Feb. '72 2
" " " pref. 100	8,935,910	- & -	- - -	St. L. Alt. & T. Haute ... 100	2,040,000	May	May '68 7	" (preferred) ... 100	1,176,000	F. & A.	Feb. '72 5
Erie and Pittsburg* ... 50	1,090,250	M. J. S. D.	Dec. '71 1	Saratoga and Schenec.* ... 100	300,000	A. & O.	Apr. '72 3½	Pennsylvania ... 50	4,237,950	- & -	- - -
Pittsburgh* ... 100	3,416,000	J. & J.	Jan. '72 4	" pref. 100	576,050	J. & J.	Jan. '72 5	" (ref.) ... 50	2,888,977	F. & A.	Feb. '72 5c
Georgia* ... 100	4,156,000	J. & J.	Jan. '72 4	Seaboard and Roanoke ... 100	1,151,400	M. & N.	Nov. '70 4	Union ... 50			

## NATIONAL AND STATE SECURITIES.

	Amounts outstanding.	Interest.	Payable.	When Payable.	Market Price.		Amounts outstanding.	Interest.	Payable.	When Payable.	Market Price.
<b>National Securities Apr. 1, 1872.</b>											
Loan of June 14, 1858 .....	registered coupon	\$6,045,000	5 Jan. & July.	1874 109½			Maryland—Eastern Shore R. R. Loan .....	20,131	5 J. A. J. & O.	1890	
13,955,000 .....		13,955,000	5 " "	1874 110		" Defense Loan Bonds .....	3,651,398	6 " "	1883	104½	
Loan of February 8, 1861 .....	registered coupon	13,734,000	6 Jan. & July.	1880 116½		" Southern Relief Bonds .....	100,000	6 " "	1873		
4,681,000 .....		4,681,000	6 " "	1880 118		Massachusetts—State Script .....	324,000	5 Jan. & July.	74-76		
Oregon War Bonds of March 2, 1861 .....	coupon	945,000	6 Jan. & July.	1881 109½		" Union Fund Loan of 1861 .....	275,000	5 April & Oct.	73-74		
Loan of July 1, and Aug. 3, 1861 .....	registered coupon	25,154,960	6 Jan. & July.	1881 109½		" of 1863 .....	3,000,000	5 May & Nov.	72-80	98½	
64,166,250 .....		64,166,250	6 " "	1881 118		" Coast Defense Loan .....	600,000	6 June & Dec.	72-77	107½	
Loan of Feb. 25, 1862 (5-20s) .....	registered coupon	34,055,700	6 May & Nov.	1882 112		" Bounty Loan of 1863 .....	588,000	5 " "	1883		
25,624,800 .....		25,624,800	6 " "	1882 124		" of 1864 .....	200,000	5 " "	1883	98½	
Loan of March 3, 1863 .....	registered coupon	53,398,050	6 Jan. & July.	1881 116½		4,379,560	5 May & Nov.	1894	99½		
21,601,950 .....		21,601,950	6 " "	1881 118		4,006,744	5 " "	1894			
Loan of March 3, 1864 (5-20s) .....	registered coupon	2,476,500	6 May & Nov.	1884 110½		" (stg.) .....	3,505,000	6 Mar. & Sept.	1890	100	
36,839,900 .....		36,839,900	6 " "	1884 110½		" War Loan (cur. 5-20 yr.) .....	761,816	5 April & Oct.	1871		
40,211,900 .....		40,211,900	6 " "	1884 124		" Western R. R. Loan (stg.) .....	966,500	5 " "	1891	97½	
120,166,700 .....		120,166,700	6 May & Nov.	1885 112		" T. & G. R. R. & Hoosac T. stg. .....	3,506,580	5 " "	1891		
63,939,350 .....		63,939,350	6 " "	1885 124		" Southern Vermont R. R. .....	200,000	5 " "	1890		
165,541,550 .....		165,541,550	6 Jan. & July.	1885 114		" Eastern R. R. .....	50,000	5 Jan. & July.	1871		
92,140,300 .....		92,140,300	6 " "	1885 114½		" Norwich & Worcester .....	400,000	6 " "	1877		
228,885,200 .....		228,885,200	6 Jan. & July.	1887 115½		" Boz. Hartf. & Erie (stg.) .....	3,599,024	5 " "	1900		
12,942,500 .....		12,942,500	6 " "	1888 116		Michigan—Renewal Loan Bonds .....	160,000	6 " "	1878		
26,323,500 .....		26,323,500	6 " "	1888 115½		" Two Million Loan Bonds .....	1,621,000	6 " "	73-83		
138,296,450 .....		138,296,450	5 Mar. & Sept.	1904 110		" War and Bounty Loan Bonds .....	478,000	7 May & Nov.	1890		
56,276,850 .....		56,276,850	5 " "	1904 110		" Sault St. Marie Canal Bonds .....	86,000	6 Jan. & July.	1879	100	
120,211,200 .....		120,211,200	5 F. M. A. & N.	1881 110		Minnesota—State Building Loan Bonds .....	250,000	7 Jan. & July.	77-75		
79,788,800 .....		79,788,800	5 " "	1881 111½		" Sioux War Loan Bonds .....	100,000	7 May & Nov.	1872		
5 F. M. A. & N.		5 F. M. A. & N.	1886		Mississippi—State Bonds (for banks) .....	2,275,000	7	1883			
4 F. M. A. & N.		4 F. M. A. & N.	1901		Missouri—State Bonds proper .....	2,000,000	6	Jan. & July.	41-71		
4 F. M. A. & N.		4 F. M. A. & N.	1901		" Interest Bonds of 1868 .....	438,000	6	Jan. & July.	1883		
Dem. Cer. of Mar. 2, '67, and July 25, '68. (cur.)		15,520,000	3 Dem.		" Railroad Loans .....	2,727,000	6	Jan. & July.	1888		
Navy Pension Fund of July 23, 1868. (cur.)		14,000,000	3 Ired.		" South Pacific, guar. .....	13,112,000	6	Jan. & July.	74-90	95½	
Certificates of Indebtedness 1870. (cur.)		678,000	4 1875		" Hanibal and St. Joseph .....	1,589,000	7	Jan. & July.	1876	79	
Pacific R. R. Bonds. (currency)		64,623,512	6 Jan. & July.	1868-90		Nebraska—(No Debt) .....	3,000,000	6	Jan. & July.	78-87	93½
U. S. Notes and Fractional Currency		399,874,306	ndl.		Nevada—State Bonds .....	500,000	15	Jan. & July.	1872	...	
<b>State Securities, latest dates.</b>											
Alabama—State Bonds (original) .....		168,000	5 May & Nov.	1872 60		New Hampshire—War Loan of July 1, 1861 .....	899,200	6	Mar. & Sept.	71-78	100
2,414,800 .....		2,414,800	5 " "	1872-86		" of Sept. 1, 1864 .....	600,000	6 April & Oct.	84-89		
(extended) .....		688,000	6 June 1	1870	" of Oct. 1, 1865 .....	1,000,000	6 Jan. & July.	71-74			
(sterling) .....		82,500	6 Jan. & July.	1886	" of 1863 (free) .....	1,299,900	6 " "	71-84			
( " extended) .....		712,800	6 " "	1886	" of 1864 .....	1,002,900	6 " "	86-96	104		
( " " ) .....		1,316,700	6 " "	1868-78	" Bonds .....	593,400	6 " "	97-102			
(new) .....		3,000,000	6 Jan. & July.	1899 55	" General Fund Stocks .....	21,089,000	7	May & Nov.	1877	108	
Arkansas—State Bonds (refunded) .....		1,500,000	7 April & Oct.	1900	" Canal Fund Stocks .....	1,910,082	6 J. A. J. & O.	pleas.			
(Aid R. R's) .....		2,138,000	7 Jan. & July.	1877 112	" State Bonds for R. R. (old) .....	500,000	6 " "	1878			
California—Civil Bonds of 1857 .....		138,500	7 " "	1880	" State Bonds for R. R. (new) .....	5,150,100	6 " "	1873	110		
Relief Fund Bonds of 1863 .....		424,500	7 " "	1883	" Funding & c. Bonds of '66-'68 .....	2,099,000	6 " "	1874	106		
Bounty Fund Bonds of 1864 .....		805,000	7 " "	1884	" Special Tax Bonds .....	473,000	6 " "	1875	104		
Central Pacific R. R. Loans of 1865 .....		1,500,000	7 " "	1885	" Inclined Plane Loan .....	1,106,420	6 " "	1877	104		
Connecticut—War Bonds, of 1861, (10-20s) .....		5,927,000	6 Jan. & July.	1861-72	" Military Loan .....	4,738,800	6 Jan. & July.	71-91	30		
of 1863, (10-20s) .....		5,927,000	6 April & Oct.	1883 100	" State Stocks (old) .....	3,639,400	6 April & Oct.	71-91			
of 1864, (10-20s) free. (various) registered .....		867,500	6 " "	1883 100	" (new) .....	2,626,000	6 Jan. & July.	92-98			
Florida—State Bonds 1868 .....		300,000	6 Various	Var.	" (new) .....	1,739,000	6 April & Oct.	92-98	20		
1869 .....		200,000	6 " "	1889	" Funding & c. Bonds of '66-'68 .....	1,821,400	6 Jan. & July.	1899	25		
Railroad Loans \$16,000 per mile .....		1,023,000	6 Various	71-74	"	11,407,000	6 Jan. & July.	1899	15		
Georgia—W. & At. R. R. 1841 to 1844 .....		273,000	6 Various	72-74	"	1,284,317	6 Jan. & July.	1870			
" " 1842 to 1848 .....		500,000	6 Feb. & Aug.	78-86	"	1,064,420	6 April & Oct.	71-91			
" " At. & Gulf R. R. 1858 to 1860 .....		3,700,000	7 Jan. & July.	1886	"	3,639,400	6 April & Oct.	71-91			
" " Bonds (Act March 12, 1865) .....		980,696	6 " "	1877	"	4,095,399	6 April & Oct.	71-91			
Illinois—Interest Bonds of 1847 .....		134,311	6 " "	1877	"	2,400,000	6 Jan. & July.	1889			
" Stock of 1857 .....		348,000	6 " "	1879	"	366,975	6 May & Nov.	1871			
Refunded Stock Bonds .....		45,000	6 " "	1879	"	176,156	7 Jan. & July.	74-84			
Normal University Bonds .....		103,000	6 Mar. & Sept.	1879	"	92,850	5 Feb. & Aug.	1872	95		
Thornton Loan Bonds .....		416,800	6 Jan. & July.	1879	"	4,731,300	6 " "	1872	97		
Indiana—State Bonds .....		204,000	5 May & Nov.	1888	"	80,400	5 " "	1877	102½		
Iowa—War and Defense Bonds of 1861 .....		300,000	7 Jan. & July.	1881	"	7,890,560	6 " "	1877	96		
Kansas—State Bonds .....		100,875	6 " "	1881	"	726,950	6 " "	1882	105		
military .....		1,059,500	7 " "	1884	"	9,237,050	6 " "	1882	96		
Kentucky—State Bonds of 1841-42 .....		176,000	6 " "	1889	"	400,000	6 April & Oct.	1879	107		
of 1843 .....		913,000	6 April & Oct.	71-72	"	2,769,250	6 Feb. & Aug.	1871	107		
military .....		160,000	6 " "	1873	"	384,000	5 Jan. & July.	1882	101½		
Louisiana—Charity Hospital .....		309,300	6 Various	1895	"	3,377,000	5 Feb. & Aug.	177-187	104		
—State Bonds, general .....		86,000	5 Mar. & Sept.	1872	"	112,000	4 Jan. & July.	1882			
Railroad Bonds .....		750,000	6 Jan. & July.	1893	"	1,100,000	6 Mar. & Sept.	1882	100		
Levee Bonds 1865 .....		561,000	6 Various	70-79	"	239,000	6 Jan. & July.	1883			
—Funded coupons 1866 .....		2,052,000	6 Various	93-96	"	841,000	6 April & Oct.	1883			
Funded Floating Debt .....		1,000,000	8 Various	1886	"	303,343	6 Jan. & July.	1870			
Ship Canal Bonds of 1869 .....		4,000,000	6 May & Nov.	1907 62½	" bonds (stg.) .....	484,445	5 " "	1868			
Penitentiary Bonds of 1869 .....		3,000,000	6 Mar. & Sept.	1875 77	"	970,000	6 " "	1868	52		
N. La. & Tex. R. R. Bonds of 1869 .....		997,300	6 Jan. & July.	1866-88	"	1,997,738	6 " "	1876			
Municipal War Debts assumed. (cur.)		3,000,000	6 May & Nov.	1910 83	"	1,431,700	6 " "	71-90			
2,832,500 .....		744,000	7 Mar. & Sept.	1899	"	1,265,800	6 J. A. J. & O.	1888	88		
5,000,000 .....		546,000	7 April & Oct.	1909	"	1,692,150	6 " "	1888			
3,084,400 .....		443,500	6 Various	1899 92½	"	1,398,940	5 April & Oct.	Var.			
2,238,888 .....		429,000	6 " "	1880	"	239,166	5 " "				
Balt. & Ohio R. R. Loans, Stg. ....		1,855,385	6 Mar. & Sept.	1883 100	" Certificates .....	1,706,000	6 " "				
converted .....		1,687,345	6 Feb. & Aug.	1883	"	24,008,500	6 Jan. & July.	long.			
of 1834 .....		1,403,146	6 June & Dec.	1889	"	2,172,000	6 " "	69			
Balt. & Susq. R. R. Loans .....		269,000	6 April & Oct.	1889	"	4,069,503	6 " "	69			
249,000 .....		249,000	6 " "	1890	"	466,250	6 " "	69			
Annapolis & Elkridge R. R. Loans .....		96,420	6 " "	1890	"	West Virginia—Probably a third of the Debt of Virginia .....	1,025,000	6 June & Dec.	71-78	100	
Susq. and Tide-Water Canal Stg. ....		775,000	6 " "	1885	"	201,000	6 " "	71-78			
converted .....		215,000	6 " "	1885	"	21,617,578	6 Jan. & July.	long.			
of 1834 .....		215,000	6 " "	1885	"	11,108,000	6 " "	56			
—Balt. & Susq. R. R. Loans .....		215,000	6 " "	1885	"	1,866,000	5 " "	56			
Ann Arbor & Elkhorn R. R. Loans .....		215,000	6 " "	1885	"	1,872,948	6 " "	56			
—Susq. and Tide-Water Canal Stg. ....		215,000	6 " "	1885	"	1,473,000	6 " "	56			
converted .....		215,000	6 " "	1885	"	466,250	6 " "	56			
West Virginia—Probably a third of the Debt of Virginia .....		104,900	6 Jan. & July.	77-80	"	104,900	6 Jan. & July.	77-80			
Wisconsin—War Loan Bonds .....		104,900	6 " "	1885	"	104,900	6 " "	77-80			

## AMERICAN RAILROAD BOND LIST.

Asterick (\*) affixed to rate of Interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.			Description of Bonds.	Amount.	Rate.	Interest Payable.			Due.	Price.	
			When.	Where.	Due.				When.	Where.	Due.			
Adirondack:														
1st Mortgage.....	\$300,000	7	Jan. & July.	New York.	1886	....	Buffalo, Corry and Pittsburg:							
Alabama and Chattanooga:							1st Mortgage (B., C. & F. of Pa.)	\$100,000	7	Jan. & July.	New York.	1886	....	
1st Mortgage, guar. by Ala. gold	16,000pm	8*	Jan. & July.	New York.	1889	....	1st Mort. (Buff. & O.C. Cross-cut)	600,000	7	"	"	1886	....	
2d Mortgage.....	9,000pm	8	"	"	1889	....	Buffalo, New York and Erie:							
Alabama and Georgia:							1st Mortgage.....	2,000,000	7	June & Dec.	New York.	1877	94	
1st Mortgage, guar. by Ala. & Ga.	16,000pm	8	Jan. & July.	New York.	1891	....	2d Mortgage.....	380,000	7	May & Nov.	"	1872	....	
Albany and Susq. (D. & H. Canal):							Burlington, Cedar Rapids & Minn.:							
1st Mortgage, 1863.....	1,000,000	7	Jan. & July.	New York.	1888	105	1st Mortgage conv. & skg Pd. gold	20,000pm	7*	May & Nov.	New York.	1919	88	
2d Mortgage, 1866.....	2,000,000	7	April & Oct.	"	1885	98	Burlington and Missouri River:							
3d Mortgage, 1869.....	175,000	7	May & Nov.	"	1881	....	Stock Bonds redeem. in pref. st'k	600,000	7	Jan. & July.	Bost. & N. Y.	1875	102	
Albany City Loan, 1865.....	1,000,000	6	"	"	1895	....	Stock Bonds "	1,999,380	8	"	"	1878	....	
Allegheny Valley:							Stock Bonds conv. into com. st'k	1,250,000	8	April & Oct.	"	1879	100	
1st General Mortgage, 1866.....	4,000,000	7.3	Jan. & July.	New York.	1896	95	Stock Bonds "	1,246,800	8	Jan. & July.	"	1889	....	
1st Mortgage, Eastern Extension	48,000	7	....	....	....	....	1st Mort. (Branch) bonds.....	900,000	8	"	"	1894	111	
Special Bonds to State of Penn.	3,500,000	5	....	....	....	....	1st Mortgage land grant inconv.	5,060,020	7	April & Oct.	New York.	1893	94	
American Central (C. B. & Q.):							Burlington & Mo. Riv. in Neb.:							
1st Mortgage, traffic guar. 1863.....	800,000	8	Jan. & July.	New York.	1878	....	1st Mort. for \$5,000,000, conv. ....	3,360,000	8	Jan. & July.	Boston.	1894	98	
Androscoggin:							Califonia Pacific:							
1st Mortgage (Bath Loan).....	425,000	6*	April & Oct.	Portland.	1890	....	1st Mortgage sinking fund.....	2,250,000	7*	Jan. & July.	New York.	1889	106	
Andro. & Kennebec (Maine Co.):							Camden and Amboy:							
1st Mortgage 1860 and 1861.....	1,100,000	6*	Feb. & Aug.	Boston.	'90-'91	86	Sterling Bonds, £258,600 @ 4.84.	1,396,824	6*	April & Oct.	London.	1880	....	
Atchison, Topeka and Santa Fe:							Dollar Loan of 1875.....	675,000	6	"	New York.	1875	97	
1st Mortgage tax free.....gold	15,000pm	7*	Jan. & July.	New York.	1900	82	Dollar Loan of 1883.....	1,700,000	6	Feb. & Aug.	"	1883	92	
Atlanta and Richmond Air Line:							Dollar Loan of 1889.....	866,000	6	March & Sept.	"	1889	91	
1st Mortgage tax free, 1870..gold	16,000pm	8*	Jan. & July.	New York.	1900	....	Consolidated Loan.....	4,929,200	6	June & Dec.	"	1889	94	
Atlantic and Great Western:							Sterling (United Co's) Loan.....	1,846,000	6	March & Sept.	London.	1894	....	
1st Mortgage (N. Y. Penn. & O.)	8,512,400	7*	Various	Lond. & N. Y.	'76-'84	....	Dollar (United Co's) Loan.....	154,000	6	"	New York.	1894	....	
2d Mortgage (N. Y. Penn. & Ohio)	3,908,000	7*	"	"	'81-'83	....	Camden and Atlantic:							
Consolidated Mortgage.....	17,579,500	7*	April & Oct.	London.	1895	....	1st Mortgage of 1853.....	490,000	7	Jan. & July.	Philadelphia.	1873	95	
Atlantic and Gulf:						....	2d Mortgage of 1854.....	500,000	7	April & Oct.	"	1879	85	
1st Mortgage (consol.) tax free..	2,000,000	7	Jan. & July.	New York.	1887	....	Camden and Burlington County:							
Atlantic, Mississippi and Ohio:							1st Mortgage of 1866.....	308,000	6	Feb. & Aug.	Philadelphia.	1897	85	
1st Mortgage on whole line.....	15,000pm	7	....	New York.	1901	....	1st Mortgage guar. and free tax..	600,000	8	May & Nov.	New York.	1879	95	
Atlantic and North Carolina:							Catawissa:							
1st Mortgage.....	200,000	8	Jan. & July.	New York.	1873	....	1st Mortgage.....	232,000	7	Feb. & Aug.	Philadelphia.	1882	97	
Atlantic and Pacific:							Cedar Falls and Minnesota(Ill. C.):							
Land Mort. (500,000 acres)..gold	3,000,000	6*	Jan. & July.	New York.	1888	....	1st Mort. (C. F. to Waver. 14 m.)	294,000	7	April & Oct.	New York.	1884	85	
1st Mortgage (So. Pacific)....gold	7,250,000	6*	"	"	1888	....	1st Mort. (W. to Minn. L. 62 m.)	1,377,000	7	Jan. & July.	"	1907	81	
Atlantic and St. Lawrence:							Cedar Rapids & Mo.Riv.(C&NW):							
Portland City Loan (skg fund)	825,000	6	Various	B. & N. Y.	1871	....	1st Mortgage Land Grant.....	3,617,000	7	April & Oct.	New York.	'91-'10	89	
2d Mortgage.....	404,200	6	April & Oct.	Port. & Bost.	1871	....	Central Branch Union Pacific:							
2d Mortgage, sterling.....	885,500	6*	"	London.	1884	....	1st Mort. (Atch. & Pike's P.)gold	1,600,000	6*	Mav & Nov.	New York.	1895	....	
Sterling Loan of 1864 (5-20s)....	484,000	6*	May & Nov.	"	1878	....	2d Mortgage Govern'mt subsidy.	1,600,000	6	Jan. & July.	"	1895	....	
Bald Eagle Valley (Penn. R.R.):							Central of Georgia:							
1st Mortgage.....	371,200	6	Jan. & July.	Philadelphia.	1881	....	1st Mortgage.....	789,000	7	March & Sept.	Savannah.	1875	....	
2d Mortgage.....	100,000	7	"	"	1884	....	Central of Iowa:							
Baltimore and Ohio:							1st Mort. conv. & tax free..gold	16,000pm	7*	Jan. & July.	New York.	1899	92	
Loan of 1865, sinking fund.....	863,250	6	Jan. & July.	Baltimore.	1875	96	Central of New Jersey:							
Loan of 1850.....	579,500	6	"	"	1880	96	2d Mortgage.....	254,000	7	May & Nov.	New York.	1875	101	
Loan of 1853.....	1,710,500	6	April & Oct.	"	1885	95	New Loan for \$5,000,000.....	2,837,000	7	Feb. & Aug.	"	1890	105	
Loan of 1870.....sterling.....	3,872,000	6*	March & Sept.	London.	1895	....	Central Ohio (B. & O.):							
Loan of 1868 (Baltimore) skg fd.	5,000,000	6*	Jan. & July.	Baltimore.	1890	....	1st Mortgage guaranteed.....	2,500,000	6	March & Sept.	Baltimore.	1890	84	
Baltimore and Potomac:							Central Pacific of California:							
1st Mort. of '69 for \$3,000,000 g'd							1st Mortgage.....gold	26,010,000	6*	Jan. & July.	New York.	'95-'99	1024	
Bangor and Piscataquis:							Subordinate Loan (Int. by State)	1,500,000	7*	"	"	1885	....	
1st Mortgage (Bangor) loan .....	580,000	6	April & Oct.	Bangor.	1890	....	Convertible bonds.....	1,500,000	7*	"	"	1883	100	
Barclay Coal:							Income bonds.....	10,000,000	....					
1st Mortgage.....	107,000	7	March & Sept.	Philadelphia.	1882	....	Charleston and Savannah:							
Bay City and East Saginaw:							1st Mortgage guar. by S. Car....	505,000	6	May & Nov.	Charleston.	1870	....	
1st Mort. guar. by F. P. Mrq. Co.	100,000	10	Jan. & July.	Detroit.	1886	....	Charlotte, Columbia & Augusta:							
Bay de Noquet and Marquette:							1st Mort. (Char. & S. Car. 110 m.)	71,000	7	Jan. & July.	New York.	1880	....	
1st Mortgage Income.....	250,000	8	April & Oct.	Boston.	1876	....	1st Mort. (Col. & Aug. 85 m.)	371,500	7	"	"	1890	....	
Belfast and Moosehead Lake:							1st Mortgage (consol. 195 m.)	786,000	7	"	"	1895	....	
1st Mort. guar. by M. C. Co. gold.	150,000	6*	May & Nov.	Portland.	1890	....	Cheraw and Darlington:							
Bellefontaine & Ind.(C.C.C.& Ind.):							1st Mortgage.....	150,000	7	April & Oct.	Charleston.	1870	....	
1st Mortgage.....	637,000	7	Jan. & July.	New York.	'70-'90	....	2d Mortgage.....	75,000	7	Jan. & July.	"	1879	....	
Bellefonte and Snow Shoe:							Cherry Valley, Sharon & Albany:							
1st Mortgage.....	99,000	6	Jan. & July.	Philadelphia.	1883	....	1st Mortgage convertible.....	300,000	7	June & Dec.	New York.	1860	....	
Beloit and Madison (C. & N.W.):							Chesapeake and Ohio:							
1st Mortgage guaranteed.....	354,000	7	Jan. & July.	New York.	1888	....	Consol. sinkg fund, gold (428 m.)	15,000,000	6*	May & Nov.	New York.	1900	94	
Belvidere Delaware:							1st Mort. (Va.Cen.RR.205 m.)gr.	100,000	6	Jan. & July.	"	1880	....	
1st Mortgage (guaranteed by							2d Mort. ( " " )	186,500	6	"	"	1872	....	
1st Mortgage (guaranteed by	1,000,000	6	June & Dec.	New York.	1877	....	3d Mort. ( " " )	901,000	6	"	"	1884	....	
2d Mortgage (Camden and	499,500	6	March & Sept.	Princeton.	1886	85	Income.....	300,000	8	"	"	1876	....	
3d Mortgage (Amboy).....	746,000	6	Feb. & Aug.	"	1887	81	Cheshire:							
Blue Ridge, (S. Car.):							Plain bonds.....	771,000	6	Jan. & July.	Boston.	'75-'80	94	
1st Mortgage guar. by State. gold	4,000,000	7*	Jan. & July.	Charleston.	1898	....	Chester Creek:							
Boston, Clinton and Pittsburgh:							1st Mortgage.....	185,000	6	Jan. & July.	Philadelphia.	1903	....	
1st Mortgage (Agricultural Br.):	400,000	6	Jan. & July.	Boston.	1884	83	Chester & Chicago Br. Junction:							
Equalization of consol. bonds..	248,000	6	"	"	1884	....	1st Mortgage sinking fund.....	1,000,000	10	May & Nov.	St. Louis.	1877	....	
2d Mortgage of 1869-'70.....	162,500	7	"	"	1889	90	Chester and Tamaroa:							
Boston, Concord and Montreal:							1st Mortgage.....	600,000	7*	May & Nov.	New York.	1901	....	
1st Mort. (Conc. to War. 11 m.)	13,000	7	Feb. & Aug.	New York.	1865	....	Chester Valley:							
2d Mort. conv. (1st M. on 224 m.)	150,000	6	Jan. & July.	Boston.	1870	....	1st Mortgage.....	500,000	7	May & Nov.	Philadelphia.	1877	....	
2d Mort. conv. (1st M. on 224 m.)	200,000	7	"	New York.	1870	....	Chicago and Alton:							
Sinking Fund Mortgage.....	507,000	6	"	"	Boston.	1889	90	1st Mortgage, pref. sinking fund.	308,000	7	May & Nov.	New York.	1877	101
Boston, Hartford and Erie:							1st Mortgage.....	2,400,000	7	Jan. & July.	"	1883	105	
1st Mortgage (old).....	280,000	7	March & Sept.	Boston.	1864	....	2d Mortgage Income.....	1,100,000	7	April & Oct.	"	1883	96	
1st Mortgage (new) for \$20,000,000	17,000,000	7	Jan. & July.	"	1899	47	Chicago, Burlington and Quincy:							
1st Mortgage (new) guar. by Erie	3,000,000	7	"	New York.	1899	52	Trust Mortgage skg fund.....	2,825,000	8	Jan. & July.	New York.	1883	113	
Mass. Loan (secured by 1st m.b.)	3,000,000	7</												

## AMERICAN RAILROAD BOND LIST.

An Asterick (\*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.			Description of Bonds.	Amount.	Rate.	Interest Payable.			
			When.	Where.	Due				When.	Where.	Due	
Chicago, Cincinnati and Louisville:						Columbus and Hocking Valley:						
1st Mortgage.....	\$1,000,000	7	Jan. & July.	New York.	1887	1st Mortgage skg fund.....	\$1,498,000	7	April & Oct.	New York.	1897	
Chicago, Danville and Vincennes:	2,500,000	7*	April & Oct.	New York.	1909	2d Mortgage.....	118,000	7	Jan. & July.	" "	1890	
1st Mortgage S. F. ....gold						Columbus, Springfield and Cln.:						
Chicago, Dubuque & Minnesota:						1st Mortgage for \$1,000,000.....						
1st Mortgage guaranteed.....	25,000pm	7	April & Oct.	New York.	1901	Columbus and Xenia:						
Chicago and Illinois Southern:						1st Mortgage.....	302,000	6	March & Sept.	New York.	1890	
1st Mortgage, 162 miles.....	3,078,000	8	March & Sept.	New York.	1900	Concord and Claremont:						
Chicago, Iowa and Nebraska:						1st and 2d Mortgage.....	374,000	6		Boston.	Due.	
2d (now 1st) Mortgage guar.....	591,700	7	Jan. & July.	New York.	1880	Connecticut and Passumpsic Riv.:						
3d (now 2d) mortgage.....	218,000	7	Feb. & Aug.	"	1892	1st Mortgage skg fund, 1856.....	455,800	6	June & Dec.	Boston.	1876 96	
Chicago & Milwaukee(C. & N.W.):						Notes payable, coupon tax free.	559,429	7	" "	"	1876 99	
1st Mortgage on 45 miles guar.....	397,000	7	May & Nov.	New York.	1874	Connecticut River:						
1st Mortgage (consol.) 85 m. guar.	1,129,000	7	Jan. & July.	"	1898	1st Mortgage skg fund.....	250,000	6	March & Sept.	Boston.	1878	
Chicago and Northwestern:						1st Mortgage.....	81,500	7		Hartford.	18—	
Pref. sinking fund b'ds (193 m.).	1,245,500	7	Feb. & Aug.	New York.	1885	Connecting (Philadelphia):						
Interest (f'd coup. b'd's 193m.)	755,000	7	May & Nov.	"	1883	1st Mortgage.....	1,000,000	6	March & Sept.	Philadelphia.	1890 88	
1st Mortgage General (193 m.) ..	3,588,000	7	Feb. & Aug.	"	1885	2d Mortgage.....	30,000	6		Boston.	18—	
1st Mortgage, Appleton Ext. ....	184,000	7	"	"	1885	Contoocook River:						
1st Mortgage, Green Bay Ext. ....	300,000	7	"	"	1885	1st Mortgage.....	30,000	6		Boston.	18—	
Equipment Mortgage .....	101,000	7	April & Oct.	"	1874	Cooperstown and Susq. Valley:						
1st Mort. (Gal. & Chic. U. R. R.)	1,785,000	7	Feb. & Aug.	"	1882	1st Mortgage.....	100,000	7	Jan. & July.	New York.	1889	
2d Mort. (Mil. & Chi. U. R. R.)	948,000	7	May & Nov.	"	1875	Conn. Bluffs & St. J. (K. St. J. & C. B.)						
Misa. Riv. Bridge (" ")	200,000	7	Jan. & July.	"	1884	1st Mortgage.....	500,000	7	Jan. & July.	New York.	1880	
1st Mort. (Elgin and State Line) ..	135,000	7	"	"	2d Mortgage.....	150,000	10	"	"	1872	...	
1st Mortgage (Peninsula).....	767,000	7	March & Sept.	"	1878	Covington and Lex. (Ky. Cen.):						
Consol. skg fund Mort. (800 m.) ..	2,530,000	7	May & Nov.	"	1898	1st Mortgage March 1852.....	120,000	7	March & Sept.	New York.	1872	
Equipment Mortgage .....	275,000	10	"	"	2d Mortgage March 1863.....	844,000	7	"	"	1883	...	
1st Mort. (Chic. & Mil. R. R.) 45m.	397,000	7	May & Nov.	"	3d Mortgage June 1865.....	237,000	7	June & Dec.	"	1885	...	
2d Mort. (Mil. & Chi. R. R.) 40m.	182,000	7	March & Sept.	"	Cumberland Coal and Iron:							
3d Mort. (" ") 40m.	10,500	7	June & Dec.	"	1st Mortgage of March 1866.....	803,500	6	March & Sept.	New York.	1891		
1st Mort. (Chi. & Mil. R. W. 85m)	1,135,000	7	Jan. & July.	"	2d Mortgage of May 1, 1888.....	770,000	6	May & Nov.	"	1888	...	
1st Mort. (Bel. & Mad.R.R.) 46m.	335,000	7	"	"	1st Mort. (George's Cr.) assumed	98,600	6	June & Dec.	"	1881	...	
1st Mort. (Mad.Exten.) 120 m. g'd	3,150,000	7*	April & Oct.	"	Cumberland Valley:							
1st Mort. (Men.Exten.) 120 m. g'd	2,700,000	7	Jan. & July.	"	1st Mortgage.....	161,000	8	April & Oct.	Philadelphia.	1904	...	
Chicago & Mich. Lake Shore:					2d Mortgage.....	109,500	8	"	"	1908	...	
1st Mortgage.....	4,000,000	8	March & Sept.	New York.	1889	Plain bonds.....	81,800	8	Jan. & July.	"	1884	...
Chicago, Pekin & Southwestern:					Danbury and Norwalk:							
1st Mortgage.....gold	15,000pm	7	Jan. & July.	New York.	1891	1st Mortgage of 1869.....	100,000	7	Jan. & July.	New York.	1880	
Chicago, Rock Island and Pacific:					1st Mortgage of 1869.....	200,000	7	"	"	1890	...	
1st Mortgage (consol.) .....	9,000,000	7	Jan. & July.	New York.	1896	Danv., Hazleton & Wilkesbarre:						
Chi. & Southwes'n(C. R. I. & Pac.):					1st Mortgage tax free 1868.....	1,400,000	7	April & Oct.	Philadelphia.	1888 88		
1st Mort. guar. and tax free gold	5,000,000	7*	May & Nov.	New York.	1889	Davenport and St. Paul:						
Chillicothe & Brunswick (N.Mo.)					1st Mortgage of June 1, 1870.....	20,000pm	7	June & Dec.	New York.	1890		
1st Mortgage guaranteed.....	500,000	8	Jan. & July.	New York.	1894	Dayton and Michigan:						
Cincinnati, & Balt. (Mar. & Cin.):					1st Mortgage sinking fund.....	2,776,000	7	Jan. & July.	New York.	1884		
1st Mortgage guaranteed.....	500,000	7	April & Oct.	Baltimore.	2d Mortgage.....	642,000	7	March & Sept.	"	1879		
Cincinnati, Hamilton and Dayton:					3d Mortgage.....	700,000	7	April & Oct.	"	1888		
1st Mort. of 1853 extended.....	1,250,000	7	May & Nov.	New York.	Toledo Depot bonds.....	169,500	7	March & Sept.	"	1871		
2d Mortgage of 1865.....	500,000	7	Jan. & July.	"	Dayton and Union:							
3d Mortgage of 1867, skg fund.....	282,000	8	June & Dec.	"	1st Mortgage, registered.....	149,000	7	March & Sept.	New York.	1879		
Cinc. and Indiana (C. Laf. & Chi.):					2d Mortgage.....	135,000	7	June & Dec.	"	1879		
1st Mortgage guaranteed.....	500,000	7	June & Dec.	New York.	Income Bonds.....	262,445	6	"	"	1879		
2d Mortgage guaranteed.....	1,500,000	7	Jan. & July.	"	Dayton and Western:							
Cincinnati and Indianapolis June:					1st Mortgage.....	275,000	7	Jan. & July.	New York.	1005		
1st Mortgage.....	1,200,000	7	Jan. & July.	New York.	2d Mortgage.....	433,000	6	"	"	1905		
2d Mortgage.....	800,000	7	March & Sept.	"	Exten. (Seaf. to Delmar) bonds.....							
1st Mortgage (Newcastle Br.) .....	250,000	7	June & Dec.	"	Delaware, Lackawanna & Western:							
Cincinnati, Lafayette and Chi.:					1st Mort. (Lack. & Western)....	564,000	7	Jan. & July.	New York.	1871		
1st Mortgage.....gold	20,000pm	7*	March & Sept.	New York.	1st Mort. (Eastern Ext.).....	1,111,000	7	April & Oct.	"	1875		
Cin. and Martinsville (C. & Laf.):					2d Mort. (General).....	1,633,000	7	March & Sept.	"	1881		
1st Mortgage guaranteed.....	400,000	7	Jan. & July.	New York.	Denver Pacific:							
Cincinnati, Richmond & Chicago:					1st Mortgage (Land grant)....gold	2,500,000	7*	May & Nov.	New York.	1897		
1st Mortgage.....	560,000	7	Jan. & July.	New York.	1st Mortgage (on 154 miles).....	2,310,000	8	April & Oct.	New York.	1877		
Cincinnati, Sandusky and Clev.:					1st Mortgage Land grant.....	4,690,000	8	"	"	1898		
1st Mortgage of 1867.....	1,051,861	7	June & Dec.	New York.	Income Bonds.....	462,000	7	Jan. & July.	"	1884		
1st Mort. (San. Day. and Cin.) .....	988,000	6	Feb. & Aug.	Boston.	Detroit, Hillsdale and Indiana:							
1st Mort. (San. City and Ind.) .....	250,000	7	March & Sept.	"	1st Mort. (16,000 p. m.)....guar.	1,080,000	8	June & Dec.	New York.	1890 86		
Cincinnati and Zanesville:					2d Mortgage, Lansing & L. Michigan:							
1st Mortgage.....	1,300,000	7	May & Nov.	New York.	3,000,000	8	May & Nov.	New York.	1890			
Clev. Col. and Cinc. (C. C. C. & I.):					1st Mortgage.....	770,000	8	Jan. & July.	"	1879		
1st Mortgage \$25,000 a year.....	365,000	7	June & Dec.	New York.	1st Mortgage Ionia and Lansing:							
Clev. Col. Cin. & Indianapolis:					2d Mortgage Ionia and Lansing:	300,000	8	May & Nov.	"	1880		
1st Mortgage sinking fund.....	2,004,000	7	May & Nov.	New York.	Detroit and Milwaukee:							
1st Mort. (C. C. C. & C. R. R.):	365,000	7	June & Dec.	"	1st Mortgage, convertible.....	2,500,000	7	May & Nov.	New York.	1875		
1st Mort. (Bell. and Ind. R. R.):	646,000	7	Jan. & July.	"	2d Mortgage.....	1,000,000	8	"	"	1875		
Cleveland and Mahoning:					1st Mortgage Funded Coupons.....	628,525	7	Jan. & July.	"	1875		
1st Mortgage.....	810,500	7	Feb. & Aug.	New York.	2d Mortgage Funded Coupons.....	377,115	7	May & Nov.	"	1875		
3d Mortgage sinking fund.....	654,500	8	March & Sept.	"	Bonds of June 30, 1868, (contd.)	1,916,639	6	"	NY & Detroit	1886		
1st Mort. (Hubbard Br.) skg f'd.	117,500	7	Jan. & July.	"	Bonds of Sept. 6, 1868.....	300,000	8	March & Sept.	New York.	1886		
Clev. Mt. Vernon and Delaware:					Sterling (Oakl. & Ottawa R. R.) .....	150,867	6*	May & Nov.	NY & London	1873		
1st Mort. for \$1,500,000....gold	143,000	7*	Jan. & July.	New York.	Dollar (" ") .....	51,000	7	"	New York.	1873		
Clev., Painesv. & Ash. (L. Shore):					Detroit, Mon. & Tol. (M. S. & N. L.):							
1st Mortgage Sunbury and Erie:	500,000	7	Jan. & July.	New York.	1st Mortgage Aug. 1, 1866 .....	924,000	7	Feb. & Aug.	New York.	1876 98		
2d Mortgage (registered).....	1,000,000	7	"	"	1st Mortgage.....	150,000	7	April & Oct.	New York.	1878		
3d Mortgage.....	1,000,000	7	April & Oct.	"	1st Mortgage.....	100,000	7	Jan. & July.	"	1878		
Cleveland and Pittsburg:					2d Mortgage.....	250,000	8	Feb. & Aug.	"	1886		
2d Mortgage.....	700,500	7	March & Sept.	New York.	Dixon, Peoria & Han. (C.B. & Q.):							
3d Mortgage.....	1,358,000	7	May & Nov.	"	1st Mortgage, traffic guarantee.....	800,000	8	Jan. & July.	New York.	1890 97		
4th Mortgage.....	1,104,844	6	Jan. & July.	"	Dubuque, Bellevue and Miss.:							
Consol. skg f'd Mort. \$5,000,000.	528,000	7	May & Nov.	"	1st Mortgage.....	1,000,000	8	April & Oct.	New York.	1890		
Cleveland & Toledo (L.S. & M. So.):					1st Mortgage.....	100,000	7	Jan. & July.	"	1890		
1st Mortgage Sinking Fund.....	2,104,000	7	Jan. & July.	New York.	1st Mortgage, preferred.....	100,000	7	"	NY & London	1886		
2d Mortgage of 1866.....	864,000	7	April & Oct.	"	1st Mortgage.....	450,000	7	April & Oct.	New York.	1886		
1st Mort. (June. R. R.):	115,000	7	June & Dec.	"	1st Mortgage.....	1,000,000	7	June & Dec.	New York.	1890		
Colebrookdale:					1st Mortgage tax free.....gold	1,000,000	7	June & Dec.	New York.	1890		
1st Mort. guar. by Ph. and Rdg. Columbia and Augusta(C.C. & A.):	584,700	6	June & Dec.	Philadelphia.								
1st Mort. for \$5 miles.....	371,500	7	Jan. & July.	New York.								
Columbus, Chicago & Ind. Cent.:												
1st Mortgage Consol. skg fund.....	15,000,000	7	April & Oct.	New York.								
2d Mortgage Consol. skg fund.....	5,000,000	7	Jan. & July.	"								
2d Mortgage.....	821,000	7	Jan. & July.	New York.								
Income Bonds.....	1,243,000	7	May & Nov.	"								

## AMERICAN RAILROAD BOND LIST.

Asterick (\*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.			Description of Bonds.	Amount.	Rate.	Interest Payable.		
			When.	Where.	Due				When.	Where.	Due
Dubuque and Sioux City:						Grand River Valley (Mich. C.)	\$1,000,000	8	Jan. & July.	New York.	1886
1st Mortgage (1st Division).....	\$300,000	7	Jan. & July.	New York.	1883	1st Mortgage, guaranteed.....	500,000	8	April & Oct.	" "	1888
1st Mortgage (construction).....	600,000	7	" "	"	1894	2d Mortgage, guaranteed.....	500,000	8	"	"	103
Sinking Fund (convertible).....	1,000,000	7	May & Nov.	" "	1888	Greenville and Columbia:					
Dutchess and Columbia:						1st Mortgage guar. by S. Car....	1,426,546	7	Jan. & July.	New York.	'81-'86
1st Mortgage Jan. 1, 1868.....	1,500,000	7	Jan. & July.	New York.	1908	1st Mortgage not guaranteed....	376,765	7	" "	" "	'81-'86
East Brandywine & Waynesburg:						Hartford & New Haven:	130,000	7	Jan. & July.	New York.	1889
1st Mortgage.....	140,000	7	Jan. & July.	Philadelphia.	1885	1st Mortgage.....	62,000	7	Jan. & July.	New York.	1872
2d Mortgage.....	35,000	8	" "	"	1873	Hackensack & New York ( Erie ):	129,100	7	May & Nov.	New York.	1899
East Pennsylvania (Ph. & Rdg.):						1st Mortgage of May 1, 1869....	675,000	7	May & Nov.	New York.	91
1st Mortgage, guar. Skg Fund....	495,000	7	March & Sept.	Philadelphia.	1888	Hannibal and Napies:					
East Tenn. & Georgia (E.T.V.&G.):						1st Mortgage of Nov. 1, 1868....	15,000pm	7	Jan. & July.	New York.	1890
1st Mortgage.....	640,000	6	Jan. & July.	New York.	1880	Hannibal and Cen.Mo.(C. & Alton):	1,500,000	6	Jan. & July.	New York.	1871
Interest bonds (funded coupons)	136,400	7	" "	"	1876	1st Mortgage guaranteed.....	1,500,000	6	" "	" "	93
East Tennessee, Virginia & Ga.:						Hannibal and St. Joseph:	1,500,000	6	Jan. & July.	New York.	1885
1st Mortgage, consol. skg fund..	3,500,000	7	Jan. & July.	New York.	1900	Mo. State Loan, 1851.....	1,500,000	6	Jan. & July.	New York.	1872
Eastern Mass.:						Mo. State Loan, 1855.....	1,500,000	6	" "	" "	1872
State Loan (1st Lien) \$50,000 a yr.	250,000	5	J. A. J. & O.	Boston.	1874	Six years' Mortgage bonds.....	69,000	10	" "	" "	1873
Loan of 1862, sterling.....	383,000	6*	Jan. & July.	London.	1872	Three years' notes.....	810,000	8	" "	" "	1875
Loan 1864, convertible.....	750,000	6	Feb. & Aug.	Boston.	1874	Five years' notes.....	1,024,300	8	March & Sept.	" "	1885
Loan of 1865.....	160,000	6	April & Oct.	"	1885	Fifteen years' bonds.....	1,209,500	8	March & Sept.	" "	91
Loan of 1868.....	1,000,000	6	March & Sept.	"	1888	1st Mort. (Q. and Palmyra R.R.)	500,000	8	Feb. & Aug.	" "	82
Loan of 1869.....	500,000	6	May & Nov.	"	1889	1st Mort. (Kan. City & Cam.R.R.)	1,200,000	10	Jan. & July.	" "	104
Eastern Railroad 1st Mortgage.....	194,400	6	Jan. & July.	"	1876	Land Mortgage.....	1,563,700	7	April & Oct.	" "	1888
Eastern Shore (Md.):						Convertible Mortgage.....	5,600	7	Jan. & July.	" "	1888
1st Mortgage.....	400,000	6	Jan. & July.	Baltimore.	1880	Hanover Branch (Mass.):					
2d Mortgage.....	180,000	6	April & Oct.	"	1886	1st Mortgage.....	60,000	7	Jan. & July.	Boston.	1889
Elizabethtown and Paducah:						Harlem Extension:					
1st Mortgage, convertible.....	3,000,000	8	March & Sept.	New York.	1890	1st Mortgage of Jan. 1, 1870....	4,000,000	7	Jan. & July.	New York.	1890
Elmira and Williamsport (N.Cen.):						Harrisburg & Lancaster (Pa.R.R.):					
1st Mortgage.....	1,000,000	7	Jan. & July.	Philadelphia.	1880	1st Mortgage, guaranteed.....	700,000	6	Jan. & July.	Philadelphia.	1883
Income Mortgage.....	570,000	5	May & Nov.	"	1872	Hartford and New Haven:					
Real Estate (Elmira) bond.....	50,000	7	"	"	1874	1st Mortgage.....	754,000	6	Jan. & July.	New York.	1873
Erie Railway:						Hartford, Providence and Fishkill:					
1st Mortgage.....	3,000,000	7	May & Nov.	New York.	1877	1st Mort. (R. Island 26.32 m.)....	481,000	7	Jan. & July.	Providence.	1876
2d Mortgage convertible.....	4,000,000	7	March & Sept.	"	1879	1st Mort. (Connecticut 96.04 m.)....	1,574,500	7	" "	Hartford.	1876
3d Mortgage.....	6,000,000	7	" "	"	1883	Hastings and Dakota:					
4th Mortgage convertible.....	4,441,000	7	April & Oct.	"	1880	1st Mortgage.....	20,000pm	7	Jan. & July.	New York.	1900
5th Mortgage convertible.....	928,500	7	June & Dec.	"	1888	Hempfield:					
Buffalo Branch, 1st mortgage.....	186,400	7	Jan. & July.	"	1891	1st Mortgage (part collateral)....	1,000,000	6	Jan. & July.	Philadelphia.	1872
Sterling Loan (\$1,000,000 conv.)	4,844,400	6*	March & Sept.	London.	1875	Housatonic:					
Erie and Pittsburg (Penn.):						1st Mortgage sinking fund.....	191,000	7	Jan. & July.	Bridgeport.	1877
1st Mortgage.....	749,400	7	Jan. & July.	Philadelphia.	1882	2d Mortgage.....	100,000	7	Feb. & Aug.	"	1885
2d Mortgage.....	153,000	7	March & Sept.	"	1890	3d Mortgage of 1869.....	50,000	7	April & Oct.	"	1889
Consolidated Mortgage tax free.	1,874,000	7	Jan. & July.	"	1893	Houston and Texas Central:					
European & North American:						1st Mortgage L.G. skg fund gold	3,400,000	7*	Jan. & July.	New York.	1891
B'gor L'n, 1st on 65m., 2d on 45m.	1,000,000	6*	Jan. & July.	N. Y. & Lond.	1898	Hudson River (N.Y.Cen.H.R.):					
1st m. R.R. & L'd(B to 45m.)	2,000,000	6*	" "	"	1899	1st Mortgage:	200,000	7	Feb. & Aug.	New York.	1870
Evansville and Crawfordsville:						2d Mortgage, sinking fund.....	1,894,000	7	June & Dec.	" "	106
1st Mortgage (Ev. & Ill.R.R.):	350,000	7	Jan. & July.	New York.	1889	3d Mortgage.....	180,000	7	May & Nov.	"	103
1st Mortgage (Ev. & Chi. R.R.):	740,000	7	May & Nov.	"	1889	Huntington and Broad Top Mt.:					
1st Mort. (Rockville Extension):	150,000	7	Feb. & Aug.	"	1881	1st Mort. (extended 1870 to 1890)	416,000	7	April & Oct.	Philadelphia.	1890
Consolidated Mortgage.....	7	Jan. & July.	"	"	1889	2d Mortgage.....	367,500	7	Feb. & Aug.	"	86
Evansville, Henderson & Nashv.:						1st Mortgage (Consol.).....	1,069,000	7	April & Oct.	" "	47
1st Mortgage of July 1, 1867.....	1,000,000	7	Jan. & July.	New York.	1897	Illinois Central:					
Fall River, Warren & Providence:						1st Mortgage Construction.....	3,090,000	7*	April & Oct.	New York.	1875
1st Mortgage.....	150,000	7	Jan. & July.	Providence.	1882	1st Mortgage Construction.....	332,000	6*	" "	" "	103
Flint and Pere Marquette:						Redemption currency.....	2,500,000	6	" "	" "	1890
1st Mortgage L. G., 1st mort....	267,000	7	May & Nov.	New York.	1880	Redemption, sterling.....	2,500,000	6*	" "	London.	1890
1st Mortgage L. G., 2d mort....	319,000	7	Jan. & July.	"	1887	Illinoian & South.Iowa (T.W. & W.):					
1st Mortgage L. G., 3d mort....	1,200,000	8	March & Sept.	"	1888	1st Mortgage.....	300,000	7	Feb. & Aug.	New York.	1882
F. & Holly R.R. b'ds (\$25,000 a yr)	500,000	10	May & Nov.	"	1888	Indiana and Illinois Central:					
Flushing & North Side (L. L.):						1st Mortgage.....	2,750,000	7*	Jan. & July.	N.Y. & Lond.	1900
1st Mortgage.....	825,000	7	Jan. & July.	New York.	1889	1st Mortgage Construction.....	3,090,000	7*	April & Oct.	New York.	1875
Fonda, Johnston's & Gloversville:						1st Mortgage.....	332,000	6*	" "	" "	103
1st Mortgage.....	300,000	7	"	"		Redemption currency.....	2,500,000	6*	" "	" "	1890
Ft. W. Jackson & Sag. (Mich. C.):						Redemption, sterling.....	2,500,000	6*	" "	London.	1890
1st Mortgage guaranteed.....	1,500,000	8	Jan. & July.	New York.	1889	Illinoian, Clinton and Lafayette:					
Ft. W. Muncie & Clin. (F.W.J.S.):						1st Mortgage (Ind. & Cin.) 96 m	1,539,500	7	April & Oct.	New York.	1888
1st Mortgage guaranteed.....	1,800,000	7*	Jan. & July.	New York.	1889	1st Mortgage (I. C. & L.) 179 m.	2,770,000	7	Feb. & Aug.	"	1897
Galen & Chic. Union (C.N.W.):						1st Mortgage ( " ) 179 m.	1,586,000	7	June & Dec.	" "	1899
1st Mortgage.....	1,807,000	7	Feb. & Aug.	New York.	1882	1st Mortgage (Clin. and Ind.)....	500,000	7	" "	" "	63
2d Mortgage.....	985,000	7	May & Nov.	"	1875	2d Mort. (C.&L.), 10, 15 & 20 yrs.	1,500,000	7	Jan. & July.	" "	1893
Miss River Bridge bonds.....	200,000	7	Jan. & July.	"	1884	Indianapolis, Crawfordsv. & Danv.:					
Georgia:						1st Mortgage.....	300,000	7	Feb. & Aug.	New York.	1882
Bonds (various).....	681,000	7	Jan. & July.	Augusta.	"71-'80	1st Mortgage.....	1,500,000	7*	Jan. & July.	New York.	1888
Goshen and Deckertown (Erie):						1st Mortgage.....	2,750,000	7*	Jan. & July.	N.Y. & Lond.	1900
1st Mortgage.....	226,500	7	Jan. & July.	New York.	1889	1st Mortgage construction.....	3,090,000	7*	April & Oct.	New York.	1875
Gr. Rapids & Indiana (P.F.W. & C.):						1st Mortgage.....	332,000	6*	" "	" "	103
1st Mortgage guar half yr...gold	4,000,000	7*	Jan. & July.	New York.	1893	Redemption currency.....	2,500,000	6*	" "	" "	1890
1st Mortgage half year....gold	4,000,000	7*	April & Oct.	"	1899	Redemption, sterling.....	2,500,000	6*	" "	London.	1890
Grand Trunk (Ca.):						1st Mortgage.....	1,539,500	7	April & Oct.	New York.	1888
1st Preference Bonds £2,703,325.	13,516,625	5*	Jan. & July.	London.	"	1st Mortgage (May 1, 1862)....	397,000	7	May & Nov.	New York.	1882
2d Preference Bonds £1,610,264.	8,051,320	4*	" "	"		2d Mortgage.....	1,700,000	7	Feb. & Aug.	New York.	1908
3d Preference Stock £755,510....	3,732,550	4*	" "	"		3d Mortgage guaranteed.....	1,480,000	7	May & Nov.	" "	1889
4th Preference Stock £5,571,210....	27,855,606	4*	" "	"		1st Mortgage assumed.....	770,000	8	Jan. & July.	New York.	1879
Equipment Bonds £20,104,800....	3,052,400	6*	April & Oct.	"		2d Mortgage assumed.....	770,000	8	May & Nov.	" "	1880
Postal & Military b'ds £1,200,000	6,000,000	6*	Feb. & Aug.	"	Ionia & Lansing (D.L. & L Mich.):						
Provincial Debenture's £3,111,500	15,557,500	5*	"	"	1st Mortgage assumed.....	300,000	8	Jan. & July.	New York.	1879	
Great Falls and Conway:						2d Mortgage assumed.....	300,000	8	May & Nov.	" "	1880
1st Mortgage.....	200,000	6	Jan. & July.	Boston.	1878	Iowa Falls & Sioux City (Ill.Cen.):					
Great Western (Canada):						1st Mortgage of April 1, 1869....	2,960,000	7	April & Oct.	New York.	1899
Perpetual Debentures.....	297,273	5*	—	London.	"71-'73	2d Mort. of 1869 for \$500,000....	100,000	8	March & Sept.	New York.	1900
Mortgage Bonds.....	2,076,176	4*	—	"		Constituted Mort. for \$3,000,000....	8	May & Nov.	" "	" "	100
Mortgage Bonds.....	2,375,906	4*	—	"		Jamest'n & Frank. (L.S. & M.S.O.):					
Mortgage Bonds.....	618,066	6*	—	"		1st Mortgage guaranteed.....	496,000	7	Jan. & July.	New York.	1897
Mortgage Bonds.....	2,360,333	5*	—	"		2d Mortgage guaranteed.....	500,000	7	June & Dec.	" "	1894
Mortgage Bonds.....	301,733	5*	—	"		Jefferson (Erie):					
Mortgage Bonds.....	4,866	5*	—	"		1st Mort. (Hawley Section					

## AMERICAN RAILROAD BOND LIST.

An Asterick (\*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.				Description of Bonds.	Amount.	Rate.	Interest Payable.						
			When.	Where.	Due.	Price.				When.	Where.	Due.	Price.			
Jeffersonville, Madison & Indiana:																
1st Mortgage of Oct. 1, 1866.....	\$2,107,000	7	April & Oct.	New York.	1806	....	Lehigh Valley:			6	April & Oct.	Philadelphia.	1872	101		
2d Mortgage of Oct. 1, 1870.....	2,000,000	7	" " "	" "	1910	....	1st Mort. of 1858 .....	\$963,000		6	June & Dec.	"	1898	96		
1st Mortgage (Ind & Mad.) guar.	397,000	7	May & Nov.	" "	1882	....	1st Mort. of 1868(coup&reg.), free	3,843,000		6	Feb. & Aug.	"	1900	103		
2d Mortgage (Jeffersonville).....	345,000	7	April & Oct.	" "	1873	....	1st Mort. of '70(reg.) for \$6,000,000	1,050,000		7	April & Oct.	"	1872	....		
Louisville Loan (Jefferson, R.R.)	74,000	6	" "	" "	1882	....	1st Mort. (Hazleton R.R.) of 1862	182,000		6						
Joliet and Chicago (C. & Alton):							Lewey's Island (S. C. & F.):			130,000	6	June & Dec.	Calais.	1876	...	
1st Mortgage skg fund guar.....	410,000	8	Jan. & July.	New York.	1882	106	1st Mortgage (Calais Loan).....									
Joliet & Northern Ind. (Mich. C.):	800,000	8	Jan. & July.	New York.	1874	....	Little Miami & Colum. & Xenia:			1,480,000	6	May & Nov.	New York.	1883	...	
1st Mortgage, guaranteed.....							Cincinnati Loan.....	100,000			6	June & Dec.	Cincinnati.	1890	...	
Junction (Cin. & Indianapolis):							1st Mortgage (Col. & Xenia).....	307,000		6	March & Sept.	New York.	1890	...		
1st Mortgage.....	1,200,000	7	Jan. & July.	New York.	1888	....	1st Mortgage (D. & Western).....	275,000		7	Jan. & July.	" "	1905	...		
2d Mortgage.....	800,000	7	March & Sept.	" "	1893	....	1st Mortgage (" ").....	433,000		6	" "	" "	1905	...		
1st Mortgage (Newcastle Br.).....	250,000	7	June & Dec.	" "	1884	....	Little Rock and Fort Smith:									
Junction, Philadelphia:							1st Mortgage for \$8,500,000 gold.....			6*	Jan. & July.	Boston	1899	304		
1st Mortgage, guaranteed.....	500,000	6	Jan. & July.	Philadelphia.	1882	....	Little Rock, Pine Bluff & N. O.:									
2d Mortgage.....	300,000	6	April & Oct.	" "	1900	91	1st Mortgage.....			7*	— & —	New York.	1889	...		
Junction and Breakwater:							Little Schuylkill (P. & Rdg.):			783,000	7	April & Oct.	Philadelphia.	1877	...	
1st Mort. guar. by Delaware.....	400,000	6	Jan. & July.	New York.	1890	....	1st Mortgage, guaranteed.....									
Kalamaz., Alleg. & Gr. R. (L.S. & M.S.):	840,000	8	Jan. & July.	New York.	1888	95	Logansport, Crawf. & S'wstn Ind.:			1,500,000	8	J. A. J. O.	New York.	1890	...	
1st Mort. assumed by lessees.....							1st Mortgage.....									
Kalamazoo, & S. Haven (M.Cen.):	640,000	8	May & Nov.	New York.	1889	104	Long Branch and Sea Shore:			200,000	6	Jan. & July.	New York.	1889	...	
Kalam. & Three Riv. (L.S. & M.S.):	100,000	8	Jan. & July.	New York.	1887	....	Long Island:			500,000	6	Jan. & July.	New York.	1875	93	
Kalam. & W. Pigeon (L.S. & M.S.):	400,000	7	Jan. & July.	New York.	1890	....	1st Mortgage.....			175,000	7	Feb. & Aug.	" "	1890	...	
1st Mortgage, guaranteed.....							1st Mortgage (Glen Cove Br.).....			150,000	6	May & Nov.	" "	1893	...	
Kansas City and Santa Fe:							General Mortgage of 1868.....			775,000	8	" "	" "	1899	...	
1st Mortgage, tax free.....	720,000	10	May & Nov.	New York.	1890	....	Louisville & Miss. Riv. (Ch. & Al.):									
Kan. City, St. Jo. & Coun. Bluffs:							1st Mortgage, guaranteed.....			20,000pm	7	Jan. & July.	New York.	1880	...	
1st Mortgage (consolid.) 284 m. ....	687,000	8	March & Sept.	N.Y. & Bost'n.	1890	....	Louisville, Cincin. and Lexington:									
1st Mort. (C. B. & St. Jo. 52 m.)	500,000	7	" " "	" "	1880	....	1st Mortgage (Cincinnati Br.).....			3,000,000	7	Jan. & July.	New York.	1897	...	
2d Mort. (" " ")	150,000	10	Jan. & July.	" "	1872	....	2d Mortgage (general).....			1,000,000	8	April & Oct.	" "	1900	...	
1st Mort. (St. Jo. & C. B. 80 m.)	1,400,000	10	March & Sept.	" "	1892	97	1st Mort. (Lo. & Frankfort Br.).....			82,000	6	Jan. & July.	" "	1881	...	
2d Mort. (" " ")	539,500	8	June & Dec.	" "	1874	91	1st Mort. (Lebanon Br. Ext.).....			100,000	6	" "	" "	1874	...	
1st Mort. (Mo. Valley 61 m.)	1,500,000	7	Feb. & Aug.	New York.	1893	....	1st Mort. (Lex. & Frankfort).....			25,000	6	" "	" "			
1st Mort. (" " ")	1,500,000	7					Louisville and Nashville:			1st Mortgage, (Main Stem) 1858.....	1,285,000	7	Jan. & July.	New York.	1877	...
Kansas Pacific (U. Pac. E. D.):							Louisville, Cincinnati and Lexington:			Louisville Loan (Main Stem).....	849,000	6	April & Oct.	" "	1887	...
1st Mort. on R.R. 140 m.... gold	2,240,000	6*	Feb. & Aug.	New York.	1896	....	1st Mortgage (Cincinnati Br.).....			225,000	6	May & Nov.	" "	1887	...	
1st Mort. on R.R. 254 m.... gold	4,063,000	6*	June & Dec.	" "	1896	....	1st Mortgage (Memphis Br.).....			197,000	7	" "	" "	1878	...	
1st Mort. on R.R. 34 m.... gold	600,000	7	May & Nov.	" "	1896	....	1st Mortgage (Bardstown Br.).....			1,000	7	Jan. & July.	" "	1870	...	
Land Gr. Mort. on 2,000,000 acres	318,000	7	March & Sept.	" "	" 71-76	....	1st Mort. (Lebanon Br. Ext.).....			88,000	7	May & Nov.	" "	1880	...	
1st Mort. R.R. 245 m. & 3,050,000 a.	6,500,000	7	May & Nov.	" "	1899	....	Louisville Loan (Leb. Br. Ext.).....			333,000	6	April & Oct.	" "	1893	...	
1st Mort. on lands E. of 380,000 m. gold	2,000,000	7	Jan. & July.	" "	1880	....	Consolid. mort. of April 1, 1868.....			6,500,000	7	" "	" "	1898	...	
2d Mort. (U.S. Subsidy) on 394 m.	6,303,000	6	" "	" "	1900	95	Lowell & Lawrence (B. & L.):									
3d Mort. Income on 428 m. ....	4,275,000	7	(after 5 years)	" "	1916	....	1st Mortgage, guaranteed.....			67,700	6	April & Oct.	Boston.	1878	...	
Kent County (Del.):							Macon and Brunswick:									
1st Mortgage.....	600,000	6	Jan. & July.	Philadelphia.	1879	....	1st Mort. endorsed by State.....			1,950,000	7	Jan. & July.	New York.	187-90	...	
Kentucky Central (Cov. & Lex.):							2d Mortgage of 1869.....			1,000,000	7	April & Oct.	" "	1889	...	
1st Mortgage March 1852.....	123,000	7	March & Sept.	New York.	1872	....	3d Mort. of 1870 endor. by State.....			1,000,000	7	May & Nov.	" "	1890	...	
2d Mortgage March 1863.....	844,000	7	" "	" 1883	1885	....	Equipment Mortgage.....			150,000	7					
3d Mortgage June 1865.....	237,000	7	June & Dec.	" "	1885	....										
Keokuk, Iowa City and Minn.:																
1st Mortgage.....																
2d Mortgage.....																
Keokuk and St. Paul (C.B.&Q.):																
1st Mortgage, guar. and tax free.....	1,000,000	8	April & Oct.	New York.	1879	95										
Lackawanna and Bloomsburg:																
1st Mortgage.....																
1st Mortgage (Extension).....	900,000	7	Jan. & July.	New York.	1875	....										
2d Mortgage.....	400,000	7	March & Sept.	Philadelphia.	1885	....										
2d Mortgage.....	500,000	7	April & Oct.	" "	1880	....										
2d Mortgage (Extension).....	200,000	7	May & Nov.	" "	1890	....										
Income Mortgage.....	200,000	10	Jan. & July.	" "	1871	....										
Income Mortgage.....	79,335	7	April & Oct.	" "	1871	....										
La C., Trempele & Pres. (C. & N.W.):																
1st Mortgage, guaranteed.....	800,000	7	— & —	New York.	....	....										
Lafayette, Bloomington & Mis.:																
1st Mortgage.....																
Lafayette, Muncie & Blooming:	1,300,000	8	— & —	New York.	....	....										
1st Mortgage.....																
Lake Erie and Louisville:	1,500,000	8	— & —	New York.	....	....										
1st Mortgage for \$1,600,000.....	500,000	7	Jan. & July.	New York.	1866	....										
Lake Shore & Michigan So.:																
Sunbury B'ds (GP & ARR 54m)	500,000	7	Jan. & July.	New York.	1874	....										
Regis. Bonds (" " ")	1,000,000	7	" " "	" "	1880	....										
3d Mortgage (" " ")	1,000,000	7	April & Oct.	" "	1892	....										
Divid'd Bonds (L. S. R. 258 m)	1,500,000	7	" " "	" "	1890	95										
S. Fund Bonds (L.S. & MSol. 013m)	2,000,000	7	" " "	" "	1879	....										
Consol. M. reg. (" " ")	597,000	7	J. A. J. & O.	" "	1900	100										
Consol. M. coup. (" " ")	63,000	7	Jan. & July.	" "	1900	100										
1st Mort. (M.S. & N. In. RR. 521m)	2,526,000	7	May & Nov.	" "	1885	101										
2d Mort. (" " ")	2,693,000	7	" " "	" 1877	102	....										
1st Mort. (June R.R. 491 m.)	115,000	7	June & Dec.	" "	1872	....										
1st Mort. (June R.R. 491 m.)	2,014,000	7	Jan. & July.	" "	1885	....										
M. of '66 (" " ")	864,000	7	April & Oct.	" "	1886	....										
Mort. Bonds (Buff. & E. R. 88m)	23,000	7	June & Dec.	" "	1870	....										
Mort. Bonds (" " ")	100,000	7	May & Nov.	" "	1873	....										
Mort. Bonds (" " ")	200,000	7	May & Nov.	" "	1882	....										
Mort. Bonds (" " ")	300,000	7	March & Sept.	" "	1886	....										
Mort. Bonds (" " ")	3,000,000	7	April & Oct.	" "	1890	....										
1st Mort. (D.M. & Tol. R.R. 65 m.)	924,000</td															

## AMERICAN RAILROAD JOURNAL

## AMERICAN RAILROAD BOND LIST.

An Asterick (\*) fixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.			Description of Bonds.	Amount.	Rate.	Interest Payable.		
			When.	Where.	Due.				When.	Where.	Due.
Midland Pacific:						Newark and New York (Cent.):					
1st Mortgage gold	\$1,100,000	7	Jan. & July.	New York.	1900	1st Mortgage.....	\$600,000	7	Jan. & July.	New York.	1891
Mifflin & Centre Co. (P. A. R. R.):						Newark, Somerset & Straitsville:					
1st Mortgage, guaranteed	188,000	6	Feb. & Aug.	Philadelphia.	1897	1st Mortgage.....	800,000	7	May & Nov.	New York.	1889
Milwaukee & Chicago, (C&NW):						New Bedford and Taunton:					
1st Mortgage, guaranteed	182,000	7	March & Sept.	New York.	1874	1st Mortgage.....	172,500	6	Jan. & July.	Boston.	1891
2d Mortgage, "	10,500	7	Jun. & Dec.	"	1898	New Brunswick and Canada:					
Mil. & Prairie du Chien (M&StP):						1st Mortgage, Sterling £200,000.	972,000	6*	May & Nov.	London.	1867
1st Mortgage, (assumed)	3,674,000	8*	Feb. & Aug.	New York.	1898	Newburg & New York (Erie):					
2d Mortgage, ("")	1,315,000	7.3	"	"	1898	1st Mortgage for \$600,000.....	250,000	7	Jan. & July.	New York.	1889
Milwaukee and St. Paul:						New Canaan:					
1st Mortgage.....	5,488,000	7	Jan. & July.	New York.	1893	1st Mortgage.....	75,156	7	April & Oct.	New York.	1889
1st Mortgage (E. Div. Palmer) ..	792,000	8	May & Nov.	"	1874	Newcastle and Beaver Valley:					
1st Mort. (Iowa and Minn. Div.) ..	3,792,000	7	Jan. & July.	"	1897	1st Mortgage for \$150,000.....	91,800	7	May & Nov.	Philadelphia.	1882
1st Mortgage (Minn. Cent.) ..	208,000	7	"	"	1898	New Haven and Darby:					
1st Mortgage (Iowa & Dak.) ..	1,008,000	7	"	"	1898	1st Mortgage for \$150,000.....	150,000	7	May & Nov.	New Haven	1888
1st Mortgage (P. du C. Div.) ..	3,674,000	8	Feb. & Aug.	"	1898	New H. Middleb'n & Williman:					
2d Mortgage (P. du C. Div.) ..	1,315,000	7.3	"	"	1898	1st Mort. for \$3,000,000, tax free.	2,200,000	7	May & Nov.	New Haven.	1889
2d Mortgage 370 miles.....	1,244,000	7	April & Oct.	"	1884	2d Mortgage for \$1,500,000.....	6	Jan. & July.	"	1891	
Income Mortgage.....	20,000	7	Jan. & July.	"	1873	New H. & Northampton (Canal):					
Milwaukee City Loan.....	234,000	7	March & Sept.	"	1891	1st Mortgage.....	1,000,000	7	Jan. & July.	New York.	1899
Milwaukee and Western bonds..	247,000	7	Jan. & July.	"	1891	Convertible, tax free.....	400,000	6	April & Oct.	"	1880
Real Estate Purchase.....	148,500	7	various.	"	1891	New Jersey (Pennsylvania):					
Incumbrances assumed.....	35,073	7	"	"	1891	1st Loan.....	300,000	6	Feb. & Aug.	New York.	1875
Mineral Point:						2d Loan.....	450,000	6	"	"	1878
1st Mortgage, Dec. 21, 1868....	320,000	10	Jan. & July.	New York.	1890	3d (State Loan):	1,000,000	6	"	"	1887
Minnesota and North Western:						1st Mortgage.....	3,000,000	7*	Jan. & July.	New York.	1895
1st Mort. sinking fund.....gold	20,000pm	7*	Jan. & July.	New York.	1895	2d Mortgage.....	400,000	7	"	"	1891
Mississippi Central:						New Jersey Southern:					
1st Mortgage (Miss. Cen.) .....	1,354,000	7	May & Nov.	New York.	1873	1st Mortgage of Sept. 19, 1869.....	2,000,000	7	May & Nov.	New York.	1889
2d Mortgage ("") .....	82,000	8	Feb. & Aug.	"	1876	1st Mortgage (Tom's Riv. Br.) .....	120,000	6	Feb. & Aug.	"	1890
1st Mort. (Miss. Cen. & Tenn.) ..	25,000	6	April & Oct.	"	1863	New Jersey West Line:					
Tennessee Loan bonds.....	1,278,930	6	Jan. & July.	"	1892	1st Mort. for \$3,000,000.....gold		7*	May & Nov.	New York.	1900
Mississippi, Ouachita & Red Riv.:						New London Northern:					
1st Mortgage.....gold	12,000pm	7*	&	New York.	1900	1st Mortgage.....	51,000	7	June & Dec.	New London.	1875
Land Mort. (257,000 acres) ..gold	1,000,000	7*	&	"	1900	1st Mortgage, Extended.....	310,000	7	March & Sept.	"	1885
Arkansas State Loan.....	10,000pm	7	&	"	1900	Consol. Mortgage.....	230,000	7	April & Oct.	New York.	1888
Mississippi and Tennessee:						New O., Baton-Rouge & Vicksb'g:					
1st Mortgage of April 1, 1856....	600,000	7	April & Oct.	New York.	1876	1st Mortgage.....	12,500pm	8*	&	New York.	1910
Consolidated Mortgage of 1866....	1,179,500	8	March & Sept.	"	'81-'93	2d Mort. endor. by Louis.....gold	12,500pm	8*	&	"	1910
Mississippi River:						2d Mort. endor. by Louis.....gold	12,500pm	8*	&	"	
1st Mortgage.....	17,000pm	7	&	New York.	.....	N. Orleans, Jackson & Gt. North.:					
Mississippi, Iowa & Nebraska:						1st Mortgage of July 1, 1856.....gold	3,000,000	8*	Jan. & July.	Lond. & N.Y.	1886
1st Mort. of June 1, 1870.....gold	.....	7*	June & Dec.	New York.	1910	2d Mortgage of Oct. 1, 1860.....gold	1,500,000	8*	April & Oct.	New York.	1890
Missouri, Kansas and Texas:						Income Mortgage of 1870.....gold	2,000,000	7*	&	New Orleans.	1890
1st M. RR & land (U.P.R.R.Br.) SF	4,145,000	6	Jan. & July.	New York.	1899	City Extension Mort.....gold	1,000,000	7*	&	"	1890
2,000,000	7*	June & Dec.	"	1903	New Orleans, Mobile and Texas:						
1,605,000	7*	Feb. & Aug.	"	1904	1st Mortgage, skg fd, 227 m. gold	12,500pm	7*	Jan. & July.	N.Y. or Lond.	1915	
Missouri River, Ft. Scott & Gulf:						1st Mortgage, skg fd, 227 m. cur.	12,500pm	8	"	New York.	1915
1st Mortgage of Jan. 1, 1859....	5,000,000	10	Jan. & July.	New York.	1899	2d Mortgage on 227 miles.....cur.	12,500pm	8	"	"	1915
2d Mortgage of April 15, 1870....	1,400,000	10	April & Oct.	"	1890	New Orleans and Selma:					
Missouri Valley (K.U.S.J.C.B.):						1st Mort. endor. by Ala.....	16,000pm	8	Jan. & July.	New York.	1900
1st Mortgage on 61 miles.....	1,500,000	7	Feb. & Aug.	Boston.	1893	New York and Boston:					
1st Mortgage.....	1,000,000	7*	"	"	1893	1st Mortgage.....	3,000,000	7*	May & Nov.	N.Y. or Lond.	1889
Mobile & Alabama Grand Trunk:						Debt Certif. & Premium Bonds.	5,936,626	6	May & Nov.	New York.	1883
1st Mort. endorsed by Ala....	16,000pm	8	Feb. & Aug.	New York.	.....	Bonds for Debts assumed.....	1,514,624	6	May & Nov.	"	1876
Mobile Lo' \$1,500,000 end'd by Co.	1,500,000	8	&	"		Bonds for B. N. Fallis R.R.S.T. ....	76,000	6	Feb. & Aug.	"	1883
Mobile and Girard:						Bonds for railroad stocks.....	592,000	6	"	"	1883
1st Mortgage.....	377,500	7	Jan. & July.	New York.	1877	Bonds for real estate.....	162,000	6	"	"	1883
2d Mortgage, endorsed by Ala. ....	300,000	7	"	"	1883	Bonds and mortgages for R. E. ....	22,800	7	various.	"	var.
Plain Bonds.....	33,500	7	&	Mobile.	.....	Bonds Convertible till Aug. 1, '69 .....	196,000	7	Feb. & Aug.	"	1876
Mobile and Montgomery:						Bonds in place of bonds of 1854.....	2,900,000	6	June & Dec.	"	1887
1st Mortgage of 1868....	1,250,000	8	May & Nov.	New York.	1888	1st Mort. (Hudson Riv. R.R.) .....	200,000	7	Feb. & Aug.	"	1887
Mobile and Ohio:						2d Mort. (" " " ) S. F. ....	1,891,000	7	June & Dec.	"	1885
1st Mortgage.....gold	5,470,000	8*	May & Nov.	New York.	1882	3d Mort. (" " " ) ...	180,000	7	May & Nov.	"	1875
1st Mortgage.....Sterling	5,470,000	6*	"	London.	1882	Conv. B'ds (" " " ) .....	8,000	7	"	"	1887
Interest bonds (10 years) .....	803,700	8	"	New York.	1878	New York and Fort Lee (Erie):					
Interest bonds 2nd issue.....	377,000	8	"	"	1883	1st Mortgage.....	20,000	7	Jan. & July.	New York.	1888
Interest bonds sterling.....	755,400	8*	"	London.	1883	New York and Flushing (F.&N.S.):					
Income Mortgage.....	1,151,000	8	various.	New York.	1883	1st Mortgage.....	135,000	7	&	New York.	1876
Montgomery & Erie (Erie):						New York and Harlem:					
1st Mortgage.....	177,000	7	Jan. & July.	New York.	1886	1st Mortgage of 1863.....	3,000,000	7	May & Nov.	New York.	1873
Montgomery and Eufala:						4th Mortgage of 1861.....	99,500	7	June & Dec.	"	1871
1st Mortgage of 1866, endorsed .....	640,000	8	March & Sept.	New York.	1886	Consolidated mortgage of 1863.....	1,767,000	6	Feb. & Aug.	"	1863
1st Mortgage of 1870, endorsed .....	300,000	7	June & Dec.	"	1861	Sinking Fund mortgage of 1861.....	112,305	7	Jan. & July.	"	1881
Montgomery & West Point (Wtn.):						Bonds of 1863, unsecured.....	106,000	7	"	"	1872
Mortgage of 1856.....	16,000	8	Jan. & July.	New York.	1874	N. York, Hudsonian & Northern:					
1st Mortgage.....	450,000	8	"	"	1876	1st Mortgage.....	141,500	7	&	New York.	1889
1st Mortgage.....	298,000	8	"	"	1876	1st Mortgage.....	1,059,500	6	April & Oct.	New York.	1875
2d Mortgage.....	264,000	8	"	"	1881	New York & Oswego Midland:					
Income Mortgage.....	594,600	8	various.	Montgomery.	var.	1st Mort. for \$8,000,000.....gold	3,800,000	7*	Jan. & July.	New York.	1894
Montreal & Champlain:						2d Mort. for \$8,000,000.....gold	1,000,000	7	Jan. & July.	New York.	1894
1st Mortgage Sterling £181,400..	882,813	6	Jan. & July.	London.	1890	New York, Providence & Boston:					
2d Mortgage.....	370,000	8	"	New York.	1879	1st Mortgage.....	83,000	6	Feb. & Aug.	New York.	1873
Morris and Essex:						1st Mortgage.....	80,000	6	"	"	1878
1st Mortgage, Sinking Fund....	5,000,000	7	March & Sept.	New York.	1874	Consol. Mort. for \$1,000,000.....	512,000	7	Jan. & July.	"	1899
2d Mortgage.....	3,000,000	7	Feb. & Aug.	"	1891	Niles and New Lisbon:					
Convertible bonds.....	600,000	7	Jan. & July.	"	1891	1st Mortgage.....	500,000	7	&	Philadelphia.	1889
Construction bonds.....	3,584,000	7	Feb. & Aug.	"	1891	Norfolk County (B. H. & Erie):					
Muscatine (South-Western):						1st Mortgage, guaranteed.....	414,350	6	March & Sept.	Boston.	1854
1st Mortgage.....	330,000	7	Jan. & July.	Savannah.	1887	1st Mortgage.....	110,500	7	Jan. & July.	New York.	1877
Nashville and Chattanooga:						1st Mortgage.....	396,000	8	"	"	1877
1st Mortgage, endorsed by Tenn.	1,546,000	6	Jan. & July.	New York.	1890	1st Mortgage.....	416,000	8	"	"	1893
1st Mortgage not endorsed.....	23,000	6	"	"	1890	2d Mortgage for \$600,000.....					
Tenn. State Loan.....	150,000	6	"	"	1892	North Carolina:					
Tenn. State Loan (Jasper Br.) ..	245,000	6	"	"	1892	Mortgage Bonds.....	89,500	8	May & Nov.	Shop. N. C.	1877
Nashville and Decatur:						Mortgage Bonds.....	193,500	8	"	"	1877
1st Mort. Tenn. State Loan....	2,620,042	6	Jan. & July.	New York.	1892	Mortgage Bonds.....	209,000	8	"	"	1888
2d Mortgage.....	500,000	6	"	"	1870	North Eastern:					
Income Bonds (Tenn. and Ala.) ..	200,000	10	April & Oct.	"	1870	1st Mortgage.....	31,500	7	March & Sept.	Charleston.	1869
Consoles for \$2,100,000 at 7% gold	.....	7	&	"	1870	2d Mortgage.....	69,500	7	"	"	1868
National (N. Jersey):						General Mortgage 1st Preference	773,000	7	"</		

## AMERICAN RAILROAD BOND LIST.

An Asterick (\*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.			Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.			Price.
			When.	Where.	Due.					When.	Where.	Due.	
North Missouri:							Pemberton & N. York (N.J.S.):	\$375,000	7	Jan. & July.	New York.	1890	...
1st Mortgage of Jan. 1865	\$6,000,000	7	Jan. & July.	New York.	1895	92	1st Mortgage, guaranteed.....						
2d Mortgage of Oct. 1868	4,000,000	7	April & Oct.	"	1888	...	Peninsula (C. & N. W.):	855,000	7	March & Sept.	New York.	1898	91
3d M. of Oct. 1869 (7 p.c. after 5 yrs)	3,000,000	10	"	"	1888	...	1st Mortgage, guaranteed.....						
North Pennsylvania:							Peninsular (Mich. Ind. & Ill.):						
1st Mortgage.....	2,250,000	6	Jan. & July.	Philadelphia.	1885	100	1st Mortgage..... gold	1,800,000	7*	May & Nov.	New York.	1899	...
Chattel Mortgage.....	360,000	10	April & Oct.	"	1877	110	Pennsylvania and New York:						
2d Mortgage.....	1,246,000	7	May & Nov.	"	1896	98	1st Mortgage.....	1,500,000	7	June & Dec.	Philadelphia.	1898	97
Northern Central:							1st Mortgage.....	1,500,000	7	"	"	1906	...
1st Mortgage, Md. State loan.....	1,500,000	6	J. A. J. & O.	Baltimore.	Irred.	...	Penobscot and Kennebec (M. C.):						
2d Mortgage.....	2,500,000	6	Jan. & July.	"	1885	94	1st Mortgage (Bangor Loan)....	577,000	6	April & Oct.	Bangor.	1872	...
3d Mortgage.....	1,223,000	6	April & Oct.	"	1900	86	2d Mortgage.....	159,500	6	Feb. & Aug.	Boston.	1870	...
3d Mortgage (York & Cumb.R.R.)	500,000	6	Jan. & July.	"	1877	...	Peoria & Bureau Val(C.R.I. & P.):						
Consol. Mort. of July 1868.....	2,019,000	6*	"	"	1900	94	1st Mortgage guaranteed.....	600,000	8	Jan. & July.	New York.	1877	...
Income conv. of April 1, 1870.....	475,000	7	April & Oct.	"	1880	...	Peoria & Hannibal (C. B. & Q.):						
Northern New Hampshire:							1st Mortgage, tax free.....	600,000	8	Jan. & July.	Boston.	1878	...
1st Mortgage.....	115,000	6	April & Oct.	Boston.	1874	...	Peoria, Pekin and Jacksonville:						
Northern New Jersey (Erie):							1st Mort. of May 1, 1867.....	1,000,000	7	Jan. & July.	New York.	1894	...
1st Mortgage, guaranteed.....	400,000	7	Jan. & July.	New York.	1878	...	2d Mort. of Oct 1, 1870, tax free.....	1,000,000	7	April & Oct.	"	1900	...
Northern Pacific:							Peoria and Rock Island:						
1st Mort. on R.R. & lands...gold	60,000pm	7.3	Jan. & July.	New York.	1900	...	1st Mortgage.....	1,500,000	7*	April & Oct.	New York.	1900	...
North Western Virginia:							Perkiomen (Phila. & Rdg.):						
2d Mortgage (assumed B. & O.):	458,500	6	Jan. & July.	Baltimore.	1873	99	1st Mortgage.....	610,200	6	April & Oct.	Philadelphia.	1897	79
3d Mortgage ("").	140,000	6	"	"	1885	91	Perth Amboy and Woodbridge:						
Norwich and Worcester:							1st Mortgage, guaranteed.....	100,000	6	— & —	New York.	1886	...
1st Mort. State Loan.....	400,000	6	Jan. & July.	Boston.	1877	...	Petersburg:						
Plain bonds.....	59,000	7	June & Dec.	"	1874	...	Mortgage Bonds.....	3,094	6	Jan. & July.	New York.	1871	...
Steamboat bonds.....	45,800	7	Feb. & Aug.	"	1870	...	Mortgage Bonds.....	25,500	7	"	"	1865	...
Construction bonds.....	250,000	7	Jan. & July.	"	1877	...	Mortgage Bonds.....	266,500	8	"	"	179-98	...
New bonds of 1870.....	22,000	7	"	"	1890	...	Philadelphia and Baltimore Cent.:						
Nyack and Northern:							1st Mortgage (Penn. Div.):	800,000	7	Jan. & July.	Philadelphia.	1879	...
1st Mortgage.....	100,000	7	Jan. & July.	New York.	1890	...	1st Mortgage (Md. Div.):	300,000	6	"	"	1891	...
Oakland & Ottawa (D. & M.):							Philadelphia and Erie (Penn.):						
1st Mortgage (assumed) sterling	150,867	6*	May & Nov.	London.	1873	...	1st Mortgage.....	5,000,000	6	March & Sept.	Philadelphia.	1881	89
1st Mortgage ("") dollar.	51,000	7	"	New York.	1873	...	2d Mortgage.....	3,000,000	7	Jan. & July.	"	1888	89
Ogdensburg and Lake Champlain:							3d Mortgage.....	3,598,000	6	"	"	1920	...
1st Mort. conv. into pref. stock.....	4,600	7	Jan. & July.	Boston.	1869	...	1st Mortgage (Sunbury & Erie):	1,000,000	6	April & Oct.	"	1877	100
2d Mort. conv. into com. stock.....	25,200	7	April & Oct.	"	1861	...	Philadelphia, Germant. & Norist.:						
Equipment mortgage of 1868-'69	500,000	8	Jan. & July.	"	1879	102	1st Mort. Convertible.....	25,400	6	Jan. & July.	Philadelphia.	1882	...
Ohio and Mississippi:							Philadelphia and Reading:						
1st Mortgage, (E. Div.):	2,050,000	7	Jan. & July.	New York.	1872	101	Debenture Loan of 1861.....	100,000	6	Jan. & July.	Philadelphia.	1871	...
1st Mortgage, (W. Div.):	850,000	7	"	"	1872	...	Debenture Loan of 1868.....	1,121,000	6	"	"	1863	82
2d Mortgage, (W. Div.) conv. ....	534,000	7	"	"	1874	85	Debenture Loan of 1870.....	2,625,000	7	"	"	1890	...
Income Mort. (W. Div.):	221,500	7	April & Oct.	"	1882	...	Mortgage Loan of 1867, conv. ....	143,500	6	"	"	1886	...
Funded Debts Mort. (W. Div.):	16,500	7	"	"	1882	...	Mort. Loans of 1843-44-48 & 49.	1,521,000	6	"	"	1880	94
Consolidated Mort. ....	2,761,000	7	Jan. & July.	"	1898	95	Mortgage Loan of 1868.....	2,700,000	7	April & Oct.	"	1893	102
Consolidated Mort. (sterling):	101,850	7	"	London.	1898	...	Sterling Loan of 1836.....	182,400	5*	Jan. & July.	London.	1880	...
Oil Creek and Allegheny River:							Sterling Loan of 1843.....	976,800	6	"	"	1880	...
1st Mortgage.....	1,500,000	7	Feb. & Aug.	Philadelphia.	1896	84	Sterling Loan of 1836.....	288,000	7*	"	"	172-177	...
1st Mortgage.....	580,000	7	April & Oct.	"	1882	...	Philadelphia, Wilmington & Balt.:						
1st Mortgage.....	200,000	7	June & Dec.	"	1871	...	Mortgage, convertible.....	349,000	6	Jan. & July.	Philadelphia.	1884	...
2d Mortgage.....	71,000	7	May & Nov.	"	1871	...	Plain Bonds.....	600,000	6	April & Oct.	"	1871	...
Consolidated Mortgage.....	819,000	7	"	"	1888	83	Plain Bonds.....	400,000	6	"	"	1876	...
Old Colony and Newport:							Plain Bonds.....	1,000,000	6	"	"	1887	...
Plain Bonds.....	1,288,000	7	Feb. & Aug.	Boston.	1877	102	Pittsburg, Cin. & St. Louis (Pa.):						
Plain Bonds.....	1,000	6	March & Sept.	"	1874	96	1st Mortgage, guaranteed.....	6,207,000	7	Feb. & Aug.	Philadelphia.	1890	...
Plain Bonds.....	486,000	6	April & Oct.	"	1875	96	2d Mort. conv.(Steubenv. & Ind.):	3,820,000	6	March & Sept.	"	74	...
Plain Bonds.....	1,000,000	6	March & Sept.	"	1876	97	1st Mortgage, tax free.....	4,000,000	7	Jan. & July.	Baltimore.	1898	94
Omaha and Southwestern:							2d Lien Balt. Loan.....	1,000,000	6	Feb. & Aug.	New York.	1889	...
1st Mort. (North Platte Div.):	300,000	8	June & Dec.	New York.	1890	90	Turtle Creek Div. bonds.....	400,000	6	Feb. & Aug.	Baltimore.	1898	...
Orange, Alexandria & Manassas:							Real Estate bonds.....	100,000	6	various.	"	1888	...
1st Mort. (Alex. to Gordonsville):	400,000	6	May & Nov.	New York.	1873	93	Pittsburg, Ft. Wayne & Chicago:						
2d Mort. (Charlotte to Lynchb.):	1,156,500	6	Jan. & July.	"	1875	83	1st Mortgage (Series A):	875,000	7	Jan. 4. July.	New York.	1912	104
3d Mort. "	698,000	8	May & Nov.	Richmond.	1873	95	1st Mortgage (Series B):	875,000	7	Feb. & Aug.	"	1912	...
4th Mort. "	574,000	8	March & Sept.	Alexandria.	1880	85	1st Mortgage (Series C):	875,000	7	March & Sept.	"	1912	...
Consolidated Mort. ....	1,645,000	7	Jan. & July.	New York.	1882	86	1st Mortgage (Series D):	875,000	7	April & Oct.	"	1912	...
Va. State Loan .....	249,962	7	"	"	1893	...	1st Mortgage (Series E):	875,000	7	May & Nov.	"	1912	...
Osage Valley & Southern Kansas:							1st Mortgage (Series F):	875,000	7	June & Dec.	"	1912	...
Oswego and Rome (B. W. & O.):	200,000	10	Jan. & July.	New York.	1888	...	2d Mortgage (Series G):	860,000	7	Jan. & July.	"	1912	...
1st Mortgage guar.....	600,000	7	May & Nov.	New York.	1916	...	2d Mortgage (Series H):	860,000	7	Feb. & Aug.	"	1912	...
Income Mortgage guar.....	112,100	6	Feb. & Aug.	"	1891	...	2d Mortgage (Series I):	860,000	7	March & Sept.	"	1912	...
Oswege and Syracuse (D.L. & W.):							2d Mortgage (Series K):	860,000	7	April & Oct.	"	1912	...
1st Mortgage, guaranteed.....	112,000	7	May & Nov.	New York.	'70-'80	...	2d Mortgage (Series L):	860,000	7	May & Nov.	"	1912	...
2d Mortgage, guaranteed.....	375,000	7	"	"	1885	...	2d Mortgage (Series M):	860,000	7	June & Dec.	"	1912	...
Ottawa, Osw. & Fox R.V. (CR&Q):							3d Mortgage.....	2,000,000	7	April & Oct.	"	1912	99
1st Mort., traffic guar. & tax free.....	1,200,000	8	Jan. & July.	Boston.	1890	96	Bridge (O. & P. R. R.) bonds.....	153,000	7	May & Nov.	"	1876	...
Owensboro' and Russellville:							Equipment Mort. of Mar. 1, 1869	1,000,000	8	March & Sept.	"	1874	...
1st Mortgage.....	200,000	6	April & Oct.	New York.	1886	...	Construction bonds of Jan. 1, '70	100,000	7	Jan. & July.	"	1877	...
Pacific of Mo.:							Port Huron & Lake Michigan:						
1st Mort., construction(Dresden):	74,000	6*	Feb. & Aug.	New York.	1880	...	1st Mortgage of May 1, 1869.....	1,800,000	7*	May & Nov.	New York.	1899	...
1st Mortgage.....	7,000,000	7*	Jan. & July.	"	1880	100	1st Mortgage of 1863.....	250,000	6	— & —	Portland.	1888	...
Real Estate Bonds.....	500,000	10	various.	St. Louis.	var.	...	Portland and Oxford Central:						
St. Louis County Loan.....	700,000	6	Feb. & Aug.	"	'71-'73	...	1st Mortgage of 1863.....	250,000	6	— & —	Portland.	1888	...
Panama:							Port Royal:						
Sterling Bonds £152,775 at 4.85.	740,959	7*	Feb. & Aug.	London.	1872	...	1st Mort. skg'd conv..... gold	2,500,000	7*	May & Nov.	Lond. & N. Y.	1889	...
Sterling Bonds £19,350 at 4.85.	93,847	7*	April & Oct.	"	1875	...	1st Mortgage.....	224,800	6	April & Oct.	Portland.	1883	...
Sterling Bonds £597,800 at 4.85.	3,869,330	7*	"	"	1897	...	1st Mortgage.....	22,648	6	"	Boston.	1883	...
Paterson and Newark (Erie):							1st Mortgage.....	700,700	6	"	"	1895	...
1st Mortgage guaranteed.....	500,000	7	Jan. & July.	New York.	1885	...	Portland loan.....	100,000	6	— & —	Portland.	1888	...
Paterson and Ramapo (Erie):													

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Description of Bonds.	Amount.	Rate.	Interest Payable.			Description of Bonds.	Amount.	Rate.	Interest Payable.		
			When.	Where.	Due.				When.	Where.	Due.
Reading and Columbia (P. & R.):											
1st Mortgage, guaranteed.....	\$650,000	7	March & Sept.	Philadelphia.	1882	....	Savannah and Charleston:				
2d Mortgage, guaranteed.....	350,000	7	June & Dec.	"	1884	....	1st Mortgage(Sav. & Char. R.R.):	\$406,500	7	Jan. & July.	New York.
Rensselaer and Saratoga:							Bonds (C. & S.R.R.) guar. by S.C.	505,000	6	May & Nov.	Charleston.
1st Mortgage.....	150,000	7	Jan. & July.	New York	1873	....	Int. b'ds (C. & S.R.R.) guar. by S.C.	245,745	7	"	"
2d Mortgage.....	300,000	7	"	"	1880	....	Savannah and Memphis:				
3d Mortgage.....	150,000	7	"	"	1887	....	1st Mort. guar. by Ala., gold	16,000pm	8*	May & Nov.	New York.
1st Mortgage (S. & W.) assumed.....	400,000	7	March & Sept.	"	1886	....	Schenectady and Susquehanna:	350,000	7*	Jan. & July.	New York.
1st Mort. (T. S. & R.) assumed.....	500,000	7	May & Nov.	"	1890	....	1st Mortgage tax free.....	gold			
1st Mortgage (G. F. B.R.) assumed.....	125,000	7	Jan. & July.	"	1894	....	Schuylkill and Susquehanna:				
Richmond and Danville:							1st Mortgage, May 1, 1866.....	97,000	6	May & Nov.	Philadelphia.
Virginia sky fund Loan.....	600,000	6	Jan. & July.	New York	1880	....	Scioto & Hocking Valley (M. & C.):	300,000	7	May & Nov.	Baltimore.
1st Mortgage, guar. by Va. ....	158,100	6	"	"	1875	82	1st Mort., assumed by M. & C. Co.				
Consolidated, Mort. ....	1,722,600	6	May & Nov.	N. Y. & Rich.	"75-'90	....	Seaboard and Roanoke:	210,000	7	— & —	Philadelphia.
4th Mortgage.....	64,500	6	—	Richmond.	"73-'75	....	1st Mortgage.....				
Bonds to Roanoke Val. R.R. Co.	129,600	6	Feb. & Aug.	"	"71-'76	....	1st Mortgage & Meridian:				
Eich, Frederick & Potomac:							1st Mortgage (3d series).....	796,830	6	various.	var
Sterling Bonds.....	67,777	6*	Jan. & July.	London.	1875	....	Selma, Rome and Dalton:				
Dollar Bonds .....	124,489	6	"	Richmond.	var	....	1st Mortgage, tax free.....	5,000,000	7	April & Oct.	New York.
Dollar Bonds .....	274,228	7	"	"	var	....	2d Mortgage.....	6,000,000	7	— & —	"
Richmond and Petersburg:							Shenango and Allegheny:				
Mortgage (old) various.....	151,296	var	various.	N. Y. & Rich.	var	....	1st Mort. of Oct. 1, 1869.....	520,000	7	April & Oct.	Philadelphia.
Mortgage of April 1, 1870.....	175,000	8	April & Oct.	"	"72-'80	....	Shore Line (N. Y. & N. H.):				
Richmond and York River:							1st Mortgage, guaranteed.....	200,000	7	March & Sept.	New York.
1st Mortgage (new).....	600,000	8	Jan. & July.	New York	1898	....	Sioux City and Pacific:				
Roanoke Valley (R. & Dan.):							1st Mortgage Jan. 1, 1868.....	1,628,000	6*	Jan. & July.	New York.
1st Mortgage, guaranteed.....	129,600	6	Feb. & Aug.	Richmond.	"71-'76	....	2d Mortgage (U.S. subsidy).... cur	1,628,320	6	"	"
Rochester & Genesee Val. (Erie):							1st Mortgage, L. G. tax free ...	14,000pm	7	— & —	New York.
1st Mortgage, guaranteed.....	70,000	6	Jan. & July.	New York	1876	....	Somerset (Me. Central):				
Rockford, R. Island & St. Louis:							1st Mortgage, June 1, 1871.....	450,000	7*	June & Dec.	Boston.
1st Mortgage, conv. S.F. tax free.....	9,000,000	7*	Feb. & Aug.	N. Y. & Lond.	1919	....	South Carolina:				
Rocky River:							Sterling Loan Bonds.....	1,492,016	5*	Jan. & July.	London.
1st Mortgage, of Oct. 1, 1868.....	30,000	7	April & Oct.	Cleveland.	1873	....	Domestic Bonds (H) 1866-'67....	306,500	7	April & Oct.	Charleston.
Rome, Watertown & Ogdensburg:							Domestic Bonds (G) 1862-'67....	342,500	6	Jan. & July.	"
1st Mortgage (general) Skg Fund	432,500	7	June & Dec.	New York	1891	....	Domestic Bonds (K) Jan. 1868....	1,272,000	7	April & Oct.	"
1st Mort. (W. & R.) Skg Fund..	796,900	7	March & Sept.	"	1880	....	Domestic Bonds (special) Sep.'66....	78,000	6	Jan. & July.	"
1st Mort. (Potsdam & Watert.).	345,500	7	June & Dec.	"	"72-'74	....	Real Estate Mortgage.....	80,733	7	various.	"
Hondout and Oswego:							Mortgage, Jan. 1868 (L).....	800,500	7	Jan. & July.	New York.
1st Mortgage.....	1,000,000	7	Jan. & July.	New York	1890	90	South Georgia & Florida (A. & G.):				
Rutland (Verm. Central):							1st Mort. assumed by Atl. & Gulf	484,000	7	— & —	New York.
Equip. Bonds of May 1, 1870 ...	500,000	7	May & Nov.	Boston.	1880	79	2d Mort. ....	200,000	7	— & —	"
Equip. Bonds of Sept. 1, 1870....	500,000	8	March & Sept.	"	1880	94	South Mountain Iron:				
Rutland & Burlington (Rutland):							1st Mortgage, Dec. 1, 1868.....	200,000	6	June & Dec.	Philadelphia.
1st Mort. conv. into pref. stock....	70,000	7	Feb. & Aug.	Boston.	1863	....	2d Mortgage, Mar. 1, 1869.....	181,000	7	March & Sept.	"
2d Mort. conv. into com. stock....	67,000	7	"	"	1863	....	South and North Alabama:				
St. Croix and Penobscot:							1st Mort., endor. by Ala., tax free .....	22,000 pm	8	Jan. & July.	New York.
1st Mort. (Cal. & Baring R.R.):	95,200	6	Jan. & July.	Calais, Me.	1879	....	South Pacific (Atl. & Pac.):				
2d Mort. (" " " " ) .....	17,500	6	"	"	1879	....	1st Mort. assumed by A. & P. ....	7,250,000	6*	Jan. & July.	New York.
Calais Loan to Lewey's Isl. R.R.	130,000	6	June & Dec.	"	1876	....	South Shore (Mass.):				
St. Joseph & C.B. (K.C. St.J. & C.B.):							1st Mortgage, sinking fund.....	150,000	6	April & Oct.	Boston.
1st Mortgage (80 m. in Missouri):	1,400,000	10	March & Sept.	Boston.	1892	97	South Side (L. L.):				
2d Mortgage (" " " " ) .....	339,500	8	June & Dec.	"	1874	91	1st Mortgage, Mar. 1, 1867.....	2,250,000	7	Mar. & Sept.	New York.
St. Joseph & Denv. C. (E.D. 112m.):							South Side Va. (A.M. & O.):				
1st Mort. of Aug. 14, 1869 free .....	1,500,000	8*	Feb. & Aug.	N.Y.L'n & Fk.	1899	102	1st Mort., consol. 1st pref. ....	581,000	8	Jan. & July.	New York.
St. Joseph & Denv. C. (W.D. 160m.):	5,500,000	8*	Feb. & Aug.	N.Y.L'n & Fk.	1900	97	2d Mort., consol. 2d pref. ....	619,300	6	"	"
St. Lawrence & Industry (Can.):							4th Mortgage, consol. 3d pref. ....	458,100	6	"	"
1st Mortgage.....	250,000	8	Feb. & Aug.	London.	1887	....	Va. State Loan (net).....	708,102	6	"	" long
St. Louis, Alton and Terre Haute:							Southern Central:				
1st Mortgage (Series A) skg fd.	1,100,000	7	Jan. & July.	New York	1894	96	1st Mortgage, skg fund conv. ....	1,500,000	7	Jan. & July.	New York.
1st Mortgage (Series B) skg fd.	1,100,000	7	April & Oct.	"	1894	....	2d Mort. ....	7	—		
2d Mortgage preferred (Series C)	1,400,000	7	Feb. & Aug.	"	1894	89	Southern Iowa and Cedar Rapids:				
2d Mortgage preferred (Series D)	1,400,000	7	May & Nov.	"	1894	....	1st Mortgage ..... gold	1,500,000	7*	May & Nov.	New York.
2d Mortgage Income (Series E)	1,700,000	7	"	"	1894	84	Southern Minnesota:				
Equipment Mortgage .....	300,000	10	March & Sept.	"	1894	....	1st Mort., Apr. 1, 1868 tax free .....	20,000pm	7	April & Oct.	New York.
St. Louis, Coun. Bluffs & Omaha:							Southern Cal. Pacific:				
1st Mortgage, guaranteed... gold	16,000pm	7*	Jan. & July.	New York	1901	....	1st Mortgage for \$23,000,000 gold .....	6*	Jan. & July.	New York.	
St. Louis and Iron Mountain:							Southern Pennsylvania:				
1st Mortgage of Aug. 1, 1867 gold	4,000,000	7*	Feb. & Aug.	New York	1892	95	1st Mort. March 1, 1870..... gold	571,500	7*	March & Sept.	Philadelphia.
St. Louis, Jacksonville & Chicago:							2d Mort. Sept. 1, 1870..... gold	80,000	7*	"	"
1st Mortgage of Mar. 16, 1864...	2,365,000	7	April & Oct.	New York	1894	97	Mortgage Bonds, various.....	399,000	7	various.	Macon.
2d Mortgage of May 1, 1868....	300,000	7	Jan. & July.	"	1898	....	Mortgage Bonds, Muscogee R.R.	300,500	7	"	"
St. Louis, Lawr. & Denv. (Pacific):							Spartanburg and Union:				
1st Mortgage, guaranteed... gold	1,020,000	6*	Jan. & July.	New York	1901	....	1st Mortgage, end. by S. Car. ....	350,000	7	Jan. & July.	Charleston.
St. Louis and Santa Fe:							1st Mortgage, not endorsed....	198,370	7	"	"
1st Mortgage.....	20,000pm	7	Jan. & July.	St. Louis.	1891	....	Springfield & Illinois S. Eastern:				
St. Louis and South Eastern:							1st Mortgage..... gold	15,000pm	7*	Jan. & July.	New York.
1st Mort. skg fund conv... gold	3,250,000	7*	May & Nov.	New York	'94-'96	....	Staten Island:				
St. Louis, and St. Joseph (N. Mo.):							1st Mortgage.....	200,000	7	Jan. & July.	New York.
1st Mort. of Nov. 2, 1868 guar. gold	1,000,000	6*	May & Nov.	New York	1893	....	St. Louis:				
St. Louis, Van. & T. H. (T.H.&L.):							1st Mortgage.....	350,000	7	— & —	New York.
1st Mortgage, S. F., guaranteed .....	1,900,000	7	Jan. & July.	New York	1897	....	Sullivan and Erie:				
2d Mortgage, S. F., guaranteed .....	2,000,000	7	April & Oct.	New York	1887	....	1st Mortgage, skg fund conv....	1,000,000	7	May & Nov.	New York.
St. Paul and Chicago (M. & St.P.):							Summit Branch:				
1st Mort. of 1870..... gold	3,000,000	7*	J. A. J. & O.	New York	"		1st Mortgage.....	201,000	6	Jan. & July.	Philadelphia.
St. Paul and Pacific 1st Division:							Sussex:				
1st Mort. (St.P. & St.Anth.10m.)	120,000	8	March & Sept.	New York	1892	....	1st Mortgage.....	200,000	6	— & —	New York.
1st Mort. (St.P. to Web.30 m.)	700,000	7	Jan. & July.	"	1892	....	Swedesboro (W. Jer.):				
Land Grant & 2d Mort. (80 m.):	1,200,000	7	June & Dec.	"	1892	....	1st Mortgage, guaranteed.....	171,000	6	— & —	Camden.
General Mort. R.R. & L. \$2,020,000							Syracuse, Bing & N.Y. (DL&W):				
1st M. (W. Line & L.) for \$3,000,000	780,000	7*	"	London.	....		1st Mortgage.....	1,695,825	7	April & Oct.	New York.
2d M. (W. Line & L.) for \$6,000,000				New York.	....		Tebo and Neosho (M. K. & T.):				
St. Paul and Sioux City:							1st Mort. assumed by M. K. & T.				
Land Stock on 400,000 acres....	2,400,000	8	J. A. J. & J.	New York.	....		1st Mort. assumed by M. K. & T.	2,000,000	7*	June & Dec.	New York.
Salem (W. Jer.):							1st Mort. ....	2,000,000	7	— & —	"
1st Mortgage guar.....	100,000	6	Jan. & July.	Philadelphia.	1878	....	Terre Haute & Indianapolis:				
1st Mortgage guar.....	226,900	6	Feb. & Aug.	Boston.	1878	95	1st Mortgage.....	300,000	7	April & Oct.	New York.
Saint, Mansfield & Newark (B&O.):							Savannah, Griffin & North Ala.:				
1st Mortgage guar. by B. & O.	2,307,000	7	Jan. & July.	Baltimore.	1909	....	1st Mort. ....				
Sartoris & Whitehall (R. & S.):							Savannah and Charleston:				
1st Mortgage, guaranteed.....	400,000	7	March & Sept.	New York.	1886	....	1st Mortgage.....	201,000	6	Jan. & July.	Philadelphia.
Savannah, Griffin & North Ala.:							2d Mort. ....	200,000	6	— & —	"
1st Mort. Jan. 1, 1871, on 44 m.	150,000	7	Jan. & July.	New York.	....		Savannah and Charleston:	</			

## AMERICAN RAILROAD BOND LIST.

An Asterick (\*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate	Interest Payable.			Description of Bonds.	Amount.	Rate	Interest Payable.			
			When.	Where	Due.				When.	Where	Due.	
Tioga:						Western Union (M. & St. P.):						
1st Mortgage.....	\$243,000	7	May & Nov.	New York.	1872	1st Mortgage for \$5,000,000 .....	\$2,275,000	7	Feb. & Aug.	New York.	1896	
Toledo, Peoria and Warsaw:						Loan of Mar. 1861, guar. by C. & A.	400,000	6	March & Sept.	Camden.	1883	
1st Mortgage (E. Div.).....	1,600,000	7	June & Dec.	New York.	1894	1st Mortgage, Jan. 1, 1866.....	1,000,000	6	Jan. & July.	"	1896	
1st Mortgage (W. Div.).....	1,800,000	7	Feb. & Aug.	"	1896	Consolidated mort. Apr. 1, 1869.	979,000	7	April & Oct.	"	1899	
2d Mortgage (W. Div.).....	1,300,000	7	April & Oct.	"	1886	West Shore Hudson River:						
Equipment sinking fund.....	94,000	8	Jan. & July.	"	1879	1st Mortgage.....	676,300	7	— & —	New York.	....	
Consolidated Bond, Class A.....	1,406,000	7	May & Nov.	"	1911	West Wisconsin:						
Toledo, Wabash and Western:						1st M. L. G., stg. conv. £800,000.	4,000,000	7*	Jan. & July.	N.Y. or Lond.	1885	
1st Mort. (Tol. & Ill., 75 m.).....	900,000	7	Feb. & Aug.	New York.	1890	Wicomico and Pocomoke:						
1st M. (L. Erie, W. & St. L. 187 m.)	2,500,000	7	"	"	1890	1st Mortgage.....	200,000	6	Jan. & July.	Philadelphia.	1888	
2d Mort. (Tol. & Wabash 75 m.)	1,000,000	7	May & Nov.	"	1878	Williamson and Tarboro':						
9d Mort. (Wab. & West. 187 m.)	1,500,000	7	"	"	1871	1st Mortgage coupon.....	350,000	8	May & Nov.	New York.	1900	
Equipm't Bonds (T. & W. 75m.)	600,000	7	"	"	1883	Wilm., Charlotte & Rutherford:						
Consol. M. (T. W. & W. 500 m.)	2,700,000	7	F. M. A. & N.	"	1907	1st mortgage.....	1,000,000	8	Jan. & July.	New York.	'87-'97	
Decatur & East St. Louis 109 m.	2,700,000	7	"	"	1900	1st Mortgage, endor. by N. Car.	1,000,000	8	"	"	'87-'97	
Troy and Boston:						Wilmington and Reading:						
1st Mortgage.....	300,000	7	Jan. & July.	New York.	1887	1st Mortgage.....	2,250,000	7	April & Oct.	Philadelphia.	1900	
2d Mortgage.....	300,000	7	April & Oct.	"	1885	2d Mortgage.....	262,200	7	Jan. & July.	"	1902	
3d Mortgage.....	650,000	7	May & Nov.	"	1875	Wilmington and Weldon:						
Convertible Bonds.....	648,000	7	"	"	1882	Sterling Loan.....	576,888	6	Jan. & July.	London.	1881	
Troy, Salem & Rutland (R. & S. &c.)						Sterling Loan.....	197,777	7	May & Nov.	"	1885	
1st Mortgage, guaranteed.....	500,000	7	May & Nov.	New York.	1894	Sinking Fund Bonds.....	710,000	7*	Jan. & July.	New York.	1896	
Troy Union:						Winona & St. Peter (C. & N. W.):						
1st Mortgage, guaranteed.....	500,000	6	Jan. & July.	New York.	1873	1st Mortgage.....	20,000pm	7	Jan. & July.	New York.	....	
2d Mortgage, guaranteed.....	360,000	6	"	"	1878	2d Mortgage.....	12,000pm	7	May & Nov.	"	89	
Union Pacific:						CANAL BONDS:						
1st Mortgage, tax free.....	27,237,000	6*	Jan. & July.	N.Y. & Boston	'95-'99	Chesapeake and Delaware:						
1st Mort. L. G. (12,000,000 acres)	9,594,000	7	April & Oct.	Boston.	1889	1st Mortgage.....	2,039,150	6	Jan. & July.	Philadelphia.	1886	
Income Mortgage.....	10,000,000	10	March & Sept.	"	1874	Chesapeake and Ohio:						
2d Mortgage (U. S. subsidy).....	27,236,512	6	Jan. & July.	N.Y. & Boston	'95-'99	Maryland State Loan.....	2,000,000	6	J. A. J. & O.	Baltimore.	1870	
Union Pacific—Central Branch:						Sterling, Loan guaranteed.....	4,375,000	5*	"	London.	1890	
1st Mortgage.....	1,600,000	6*	May & Nov.	New York.	1895	Preferred Bonds.....	1,699,500	6	Jan. & July.	Baltimore.	1885	
2d Mortgage (U. S. subsidy).....	1,600,000	6	Jan. & July.	"	Delaware Division (L.C. & W.):							
Union Pacific, E. D. (see K. Pac.):						1st Mortgage, guaranteed.....	800,000	6	Jan. & July.	Philadelphia.	1878	
Union Pacific, S. Br. (M. K. & T.):						Delaware and Hudson:						
1st M.R.R. 342m. & 1,300,000 acres	4,145,000	6*	Jan. & July.	New York.	1899	Mortgage bonds tax free.....	1,500,000	7	May & Nov.	New York.	1877	
Union and Titusville:						Mortgage bonds of 1870, tax free.....	3,500,000	7	Jan. & July.	"	1884	
1st Mortgage.....	500,000	7	Jan. & July.	Philadelphia.	1890	Erie of Pennsylvania:						
Utica and Black River:						Bonds (original).....	743,654	7	Jan. & July.	Philadelphia.	1865	
1st Mortgage, July 1868.....	150,000	7	Jan. & July.	New York.	1878	Bonds for Interest prior to 1850.....	161,960	7	"	"	1873	
Vermont Central:						Lehigh Coal and Navigation:						
1st Mortgage.....	3,000,000	7	June & Dec.	Boston.	1886	1st Mortgage.....	5,655,100	6	J. A. J. & O.	Philadelphia.	1884	
2d Mortgage.....	1,500,000	7	"	"	2d Mortgage.....	2,00,000	6	"	"	"	90	
Equip. Loans of 1866-'67.....	1,000,000	8	May & Nov.	"	Mortgage Loan.....	5,655,100	6	J. A. J. & O.	Philadelphia.	1897		
Equip. Loans of 1867.....	1,000,000	8	"	"	Mortgage Loan.....	2,00,000	6	"	"	"	94	
Stanstead, Shefford & Cham. b'ds	500,000	7	Jan. & July.	"	Gold Loan.....	5,00,000	6*	June & Dec.	"	"	100	
Guar. Stock (Vt. & Co.).	2,000,000	8	June & Dec.	"	Gold Loan.....	980,000	6*	"	"	"	1894	
Vermont and Massachusetts:						Convertible Loan.....	1,996,879	6	"	"	"	94
1st Mortgage.....	550,000	6	Jan. & July.	Boston.	1883	Monongahela Navigation:						96
Convertible tax free, bonds.....	200,000	7	"	"	1st Mortgage.....	103,000	6	Jan. & July.	Pittsburg.	1887		
Vermont Valley (Vt. Central):					2d Mortgage.....	7,000	6	"	"	"	1875	
1st Mortgage.....	386,000	7	April & Oct.	New York.	1860	Morris (and Banking):						
1st Mortgage.....	114,000	6	"	Boston.	1860	1st Mortgage.....	500,000	6	April & Oct.	Jersey City.	1884	
1st Mortgage.....	293,200	7	"	New York.	1859	2d Mortgage.....	286,000	6	"	"	93	
Vicksburg and Meridian:						Boat Loan, sinking fund.....	236,966	7	"	"	92	
General Mort., 1st series (red). .	722,500	7	Jan. & July.	Philadelphia.	1890	Dividend Scrip.....	103,164	7	"	"	90	
" " 2d series (blue). .	850,000	7	"	"		Pennsylvania:						
" " 3d series (black). .	154,000	7	"	"		1st Mortgage.....	1,632,000	6	Jan. & July.	Philadelphia.	1887	
" " (not endorsed). .	1,273,458	7	April & Oct.	"		Schuylkill Navigation:						
Special Loan.....	225,458	8	Jan. & July.	"		1st Mortgage.....	1,751,213	6	March & Sept.	Philadelphia.	1872	
Vineland:						2d Mortgage.....	4,006,670	6	Jan. & July.	"	80	
1st Mortgage.....	750,000	7	April & Oct.	New York.	1890	Plain Bonds.....	171,354	6	"	"	80	
Virginia & Tennessee (A. M. & O.):						Improvement bonds.....	305,500	6	May & Nov.	"	77	
1st Mortgage.....	404,000	6	Jan. & July.	New York.	1873	Boat and Car Loan 1863.....	800,000	6	"	"	88	
2d Mortgage.....	4,000	6	"	"	Boat and Car Loan 1864.....	633,650	7	"	"	"	88	
3d Mortgage.....	990,000	6	"	"	Susquehanna (S. & Tide Water):							
Income Mortgage.....	113,000	6	"	"	1st Mortgage.....	227,500	6	Jan. & July.	Philadelphia.	1894		
4th Mortgage.....	846,000	8	"	"	2d Mortgage.....	700,000	6	"	"	75		
Registered Certificates.....	116,129	8	"	"	3d Mortgage stg.....	872,667	6*	"	"			
Interest Funding Bonds.....	204,200	8	"	"	Tide-Water (Susq. & Tide-W.):							
Wallkill Valley (20,000 per mile):					1st Mortgage.....	97,810	6	Jan. & July.	Baltimore.	1894		
1st Mortgage.....	350,000	7	April & Oct.	New York.	1910	2d Mortgage.....	300,000	6	"	"	88	
Ware River (N. & N.):					3d Mortgage.....	436,333	6	"	"	88		
1st Mortgage for \$1,000,000.....	239,300	7	Jan. & July.	Boston.	1890	Union:						
Warren (D. L. & W.):					1st Mortgage.....	3,000,000	6	May & Nov.	Philadelphia.	1883		
1st Mortgage, guaranteed.....	511,400	7	Feb. & Aug.	New York.	1875	West Branch and Susquehanna:						
Warwick Valley (Erie):					1st Mortgage, sinking fund.....	450,000	6	June & Dec.	Philadelphia.	1878		
Washington and Ohio:					2d Mortgage.....	297,000	6	May & Nov.	"	88		
1st Mortgage 1868 for \$8,000,000.....					3d Mortgage.....	13,000	6	"	"	88		
Watertown & Rome (R. W. & O.):					Wyoming Valley (Penns.):							
2d Mortgage.....	3,000	7	March & Sept.	New York.	1871	1st Mortgage, assumed by Pa. ....	600,000	6	Jan. & July.	Philadelphia.	1878	
Sinking Fund.....	796,900	7	"	"							90	
Westchester and Philadelphia:						MISCELLANEOUS:						
1st Mortgage, convertible.....	400,000	7	Jan. & July.	Philadelphia.	1873	American Dock & Improvement:						
2d Mortgage (8s compromised). .	557,400	8	April & Oct.	"	1st Mort. guar. by C. R. R. Co..	2,000,000	7	Jan. & July.	New York.	1888		
Western Alabama:					Consolidated (Md.) Coal:						98	
Mortgage consolidated guar.....	1,200,000	8	April & Oct.	New York.	1900	1st Mortgage, convertible.....	750,000	7	Jan. & July.	New York.	1885	
1st Mortgage (before consolid.). .	600,000	8	"	"	Long Dock:							
1st Mortgage (M. & W. Point R. R.):	750,000	8	Jan. & July.	"	Mortgage Bonds, guaranteed .....	2,500,000	7	June & Dec.	New York.	1872		
Western B. & Albany:					Mariposa:						97	
Sterling Bonds.....	1,619,520	5*	April & Oct.	London.	1871	1st Mortgage.....	1,500,000	7	Jan. & July.	New York.	1881	
Albany Loan (A. & W. Stek. bdge):	600,000	6	Jan. & July.	Boston.	1876	2d Mortgage.....	2,000,000	7	April & Oct.	"	98	
Dollar Bonds.....	755,500	6	April & Oct.	"	Quicksilver:							
Western Maryland:					1st Mortgage.....	500,000	7	June & Dec.	New York.	1872		
1st Mortgage.....	600,000	6	Jan. & July.	Baltimore.	1890	2d Mortgage.....	1,000,000	7	Jan. & July.	New York.	1873	
2d Mortgage preferred.....	600,000	6	"	"	Western Union:							
Bonds endorsed by Balt.....	600,000	6	"	"	1st Mortgage (S. F.) convertible.	4,634,000	7	May & Nov.	New York.	1875		
Bonds (July 1, 1870) endor. by B.	1,400,000	6	"	"	2d Mortgage.....	89,500	7*	Jan. & July.	"	1873		
Western North Carolina (E.D.):												
1st Mortgage, Mar. 1, 1870.....	1,400,000	8	Jan. & July.	New York.	1890							
Western Pennsylvania (Penn.):												
1st Mortgage, (E. Div.) guar.....	800,000	6	April & Oct.	Philadelphia.	1893							
1st Mortgage (Pittab. Div.) guar.	1,000,000	6	Jan. & July.	"	1896							

# RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

**2d** **district** (\*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad," A dash (-) across the column signifies "nil," and running dots (....) signify "not ascertained."

Land Grant Railroads are printed in "Italics." State and National Railroads are distinguished by a "1."

Abstract of General Balance Sheet.

Years ending	Railroad	Rolling Stock		Freight.		Operations.		Earnings.		Value of Shares.	
		Cars.		B. M. E.		Trains Moved.		Carried one mile.		Dividends.	
		Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities.	Surplus Income.	Passenger.	Gross.	Net.	P. S.
Sept. 30, 1870	60,000	3	3	56 Adirondack	New York.	2,881,918	3,763,000	60,000	31,188	67,324	15,116
May 31, 1870	296,000	14,8	20	400 Alabama and Chattanooga	Alabama.	10,900,000	9,000,000	2,900,000	406,771	635,940	100
Sept. 30, 1870	142,000	22,0	25	21 12 12	New York.	7,108,372	682,644	3,007,800	1,766,923	1,299,585	100
Sept. 30, 1870	142,000	19,8	25	275 Albany and Susquehanna	1 Pennsylvania.	5,128,614	2,256,000	4,154,926	414,922	57,597	144
Sept. 30, 1870	142,000	19,8	25	275 Allegheny Valley	2 Pennsylvania.	5,128,614	429,000	674,165	182,929	880,705	100
June 30, 1870	296,000	5,0	6	124 Androscoggin and Allagash	3 Maine.	890,000	3,000	1,100	1,139,049	1,131,323	45,295,984
Dec. 31, 1870	40,000	5,0	6	23 Androscoggin and Elbridge	4 New Hampshire.	445,000	3,000	1,100	42,0	164,703	68,007
Mar. 31, 1871	23,000	1,8	10	108 Atchison, Topeka & Santa Fe	5 Kansas.	1,800	150,000	181,000	42,0	152,650	100
May 31, 1871	34,000	1,8	10	108 Atlanta & Rich. Air-Line	6 Ga. S.C. & N.C.	1,200	150,000	184,000	42,0	152,650	100
June 30, 1871	12,000	8,9	18	119 Atlanta and West Point	7 Georgia.	1,200	122,000	271,000	3,672	77,757	100
Dec. 31, 1870	38,000	7,7	16	120 Atlanta and Great West	8 N.Y. Penn. & O.	59,598,129	29,968,000	29,968,000	56,8	483,715	186,011
Sept. 30, 1870	38,000	7,7	16	120 Atlantic and Gulf	9 Georgia.	59,598,129	29,968,000	29,968,000	56,8	483,715	186,011
Dec. 31, 1870	237,000	107,0	16,2	120 Atlantic and North Carolina	10 N.C. & S.C.	5,703,388	278,879	4,512,864	2,988,000	6,434,701	100
May 31, 1870	95,000	6,0	9	120 Atlantic and Pacific	11 Missouri.	2,117,028	300,000	87,172	88,511	1,021,971	100
Mar. 31, 1871	95,000	6,0	9	120 Atlantic and Pacific	12 N.H. & V.	2,125,000	10,250,000	10,250,000	10,250,000	106,860	100
Dec. 31, 1870	150,000	13,0	36,5	124 Atlantic and St. Lawrence	13 Me. N.H. & V.	9,328,267	3,149,900	3,149,900	3,149,900	24,400	100
Sept. 30, 1870	150,000	15,0	15,0	124 Avon, Genses and Mount Morris	14 N.Y. Y.	217,812	194,250	20,000	16,6	32,944	12,450
Sept. 30, 1870	150,000	15,0	15,0	124 Bald Eagle Valley	15 Pennsylvania.	2,000	1,000	1,000	16,742	16,742	100
Sept. 30, 1870	150,000	2,0	4,1	124 Baltimore and Ohio	16 Md. & W. Va.	30,027,824	16,550,000	16,550,000	16,550,000	80,687	7,50
Sept. 30, 1870	370,000	30,0	—	124 Bald Eagle Valley	17 Pennsylvania.	35,645,438	20,000	20,000	20,000	80,687	7,50
Sept. 30, 1870	370,000	30,0	—	124 Baltimore and Ohio	18 Maryland.	35,645,438	20,000	20,000	20,000	80,687	7,50
Sept. 30, 1870	370,000	30,0	—	124 Berkshires and Corning	19 New York.	35,645,438	20,000	20,000	20,000	80,687	7,50
Sept. 30, 1870	370,000	30,0	—	124 Boston and Albany	20 Massachusetts.	35,645,438	20,000	20,000	20,000	80,687	7,50
Sept. 30, 1870	370,000	30,0	—	124 Boston and Potowmack	21 Maryland.	35,645,438	20,000	20,000	20,000	80,687	7,50
Sept. 30, 1870	370,000	30,0	—	124 Baltimore and Potowmack	22 Maryland.	35,645,438	20,000	20,000	20,000	80,687	7,50
Sept. 30, 1870	370,000	30,0	—	124 Baltimore and Potowmack	23 Maryland.	35,645,438	20,000	20,000	20,000	80,687	7,50
Sept. 30, 1870	370,000	30,0	—	124 Belknap and Moosehead Lake	24 Maine.	60,000	3,000	1,000	1,000	20,032	100
Sept. 30, 1870	370,000	30,0	—	124 Belfast and Show Shoe	25 Pennsylvania.	118,708	250,000	100,000	10,210	64,310	100
Sept. 30, 1870	370,000	30,0	—	124 Bellville and Southern Illinois	26 Illinois.	118,708	1,000	1,000	1,000	10,210	100
Sept. 30, 1870	370,000	30,0	—	124 Belvidere Delaware	27 New Jersey.	4,125,366	—	—	80,0	—	100
Sept. 30, 1870	370,000	30,0	—	124 Berkshires and Corning	28 New York.	35,645,438	20,000	20,000	20,000	80,687	7,50
Sept. 30, 1870	370,000	30,0	—	124 Berkshires and Corning	29 New York.	35,645,438	20,000	20,000	20,000	80,687	7,50
Sept. 30, 1870	370,000	30,0	—	124 Berkshires and Corning	30 New York.	35,645,438	20,000	20,000	20,000	80,687	7,50
Sept. 30, 1870	370,000	30,0	—	124 Berkshires and Corning	31 New York.	35,645,438	20,000	20,000	20,000	80,687	7,50
Sept. 30, 1870	370,000	30,0	—	124 Berkshires and Corning	32 New York.	35,645,438	20,000	20,000	20,000	80,687	7,50
Sept. 30, 1870	370,000	30,0	—	124 Berkshires and Corning	33 New York.	35,645,438	20,000	20,000	20,000	80,687	7,50
Sept. 30, 1870	370,000	30,0	—	124 Berkshires and Corning	34 New York.	35,645,438	20,000	20,000	20,000	80,687	7,50
Sept. 30, 1870	370,000	30,0	—	124 Berkshires and Corning	35 New York.	35,645,438	20,000	20,000	20,000	80,687	7,50
Sept. 30, 1870	370,000	30,0	—	124 Berkshires and Corning	36 New York.	35,645,438	20,000	20,000	20,000	80,687	7,50
Sept. 30, 1870	370,000	30,0	—	124 Berkshires and Corning	37 New York.	35,645,438	20,000	20,000	20,000	80,687	7,50
Sept. 30, 1870	370,000	30,0	—	124 Berkshires and Corning	38 New York.	35,645,438	20,000	20,000	20,000	80,687	7,50
Sept. 30, 1870	370,000	30,0	—	124 Berkshires and Corning	39 New York.	35,645,438	20,000	20,000	20,000	80,687	7,50
Sept. 30, 1870	370,000	30,0	—	124 Berkshires and Corning	40 New York.	35,645,438	20,000	20,000	20,000	80,687	7,50
Sept. 30, 1870	370,000	30,0	—	124 Berkshires and Corning	41 New York.	35,645,438	20,000	20,000	20,000	80,687	7,50
Sept. 30, 1870	370,000	30,0	—	124 Berkshires and Corning	42 New York.	35,645,438	20,000	20,000	20,000	80,687	7,50
Sept. 30, 1870	370,000	30,0	—	124 Berkshires and Corning	43 New York.	35,645,438	20,000	20,000	20,000	80,687	7,50
Sept. 30, 1870	370,000	30,0	—	124 Berkshires and Corning	44 New York.	35,645,438	20,000	20,000	20,000	80,687	7,50
Sept. 30, 1870	370,000	30,0	—	124 Berkshires and Corning	45 New York.	35,645,438	20,000	20,000	20,000	80,687	7,50
Sept. 30, 1870	370,000	30,0	—	124 Berkshires and Corning	46 New York.	35,645,438	20,000	20,000	20,000	80,687	7,50
Sept. 30, 1870	370,000	30,0	—	124 Berkshires and Corning	47 New York.	35,645,438	20,000	20,000	20,000	80,687	7,50
Sept. 30, 1870	370,000	30,0	—	124 Berkshires and Corning	48 New York.	35,645,438	20,000	20,000	20,000	80,687	7,50
Sept. 30, 1870	370,000	30,0	—	124 Berkshires and Corning	49 New York.	35,645,438	20,000	20,000	20,000	80,687	7,50
Sept. 30, 1870	370,000	30,0	—	124 Berkshires and Corning	50 New York.	35,645,438	20,000	20,000	20,000	80,687	7,50
Sept. 30, 1870	370,000	30,0	—	124 Berkshires and Corning	51 New York.	35,645,438	20,000	20,000	20,000	80,687	7,50
Sept. 30, 1870	370,000	30,0	—	124 Berkshires and Corning	52 New York.	35,645,438	20,000	20,000	20,000	80,687	7,50
Sept. 30, 1870	370,000	30,0	—	124 Berkshires and Corning	53 New York.	35,645,438	20,000	20,000	20,000	80,687	7,50
Sept. 30, 1870	370,000	30,0	—	124 Berkshires and Corning	54 New York.	35,645,438	20,000	20,000	20,000	80,687	7,50
Sept. 30, 1870	370,000	30,0	—	124 Berkshires and Corning	55 New York.	35,645,438	20,000	20,000	20,000	80,687	7,50
Sept. 30, 1870	370,000	30,0	—	124 Berkshires and Corning	56 New York.	35,645,438	20,000	20,000	20,000	80,687	7,50
Sept. 30, 1870	370,000	30,0	—	124 Berkshires and Corning	57 New York.	35,645,438	20,000	20,000	20,000	80,687	7,50
Sept. 30, 1870	370,000	30,0	—	124 Berkshires and Corning	58 New York.	35,645,438	20,000	20,000	20,000	80,687	7,50
Sept. 30, 1870	370,000	30,0	—	124 Berkshires and Corning	59 New York.	35,645,438	20,000	20,000	20,000	80,687	7,50
Sept. 30, 1870	370,000	30,0	—	124 Berkshires and Corning	60 New York.	35,645,438	20,000	20,000	20,000	80,687	7,50
Sept. 30, 1870	370,000	30,0	—	124 Berkshires and Corning	61 New York.	35,645,438	20,000	20,000	20,000	80,687	7,50
Sept. 30, 1870	370,000	30,0	—	124 Berkshires and Corning	62 New York.	35,645,438	20,000	20,000	20,000	80,687	7,50
Sept. 30, 1870	370,000	30,0	—	124 Berkshires and Corning	63 New York.	35,645,438	20,000	20,000	20,000	80,687	7,50
Sept. 30, 1870	370,000	30,0	—	124 Berkshires and Corning	64 New York.	35,645,438	20,000	20,000	20,000	80,687	7,50
Sept. 30, 1870	370,000	30,0	—	124 Berkshires and Corning	65 New York.	35,645,438	20,000	20,000	20,000	80,687	7,50
Sept. 30, 1870	370,000	30,0	—	124 Berkshires and Corning	66 New York.	35,645,438	20,000	20,000	20,000	80,687	7,50
Sept. 30, 1870	370,000	30,0	—	124 Berkshires and Corning	67 New York.	35,645,438	20,000	20,000	20,000	80,687	7,50
Sept. 30, 1870	370,000	30,0	—	124 Berkshires and Corning	68 New York.	35,645,438	20,000	20,000	20,000	80,6	

# AMERICAN RAILROAD JOURNAL.

## **RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.**

"Rolling Stock" occurring in the column headed "Railroad," in that headed "Railroad," "Railroads" occurring in the column headed "Land Grant Railways" occurring in the column headed "Land Grant Railways" and running (---) across the column signifies "all railroads" and running (---) across the column signifies "not railroads."

Land

## Abstract of General Balance Sheet

# **AMERICAN RAILROAD JOURNAL.**

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## RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

*(An asterisk (\*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included in that headed "Railroad." A dash (-) across the column signifies "nil," and running date (—) signify "not ascertained."*

*Land Grant Railroads are printed in "Italics." State-aid Railroads are distinguished by a "1,"*

### Abstract of General Balance Sheet.

Railroad.	Property and Assets.			Liabilities.			Operations.			Earnings.		
	Railroad.		Rolling Stock.	Accounts.		Bonds.	Liabilities.		Carried one mile.		Net	Gross.
	Years ending	M.	M.	M.	M.	M.	Passenger.	Freight.	Tons.	•	•	•
Apl. 31, 1871	1	81.0	400,000*	420,357	370,659	9,219,359	1,687,418	3,600,230	946,389	100	100	100
Feb. 28, 1870	23.5	97.60	1,130 Pacific 1.	3,384,334	28,700	5,765	.....	.....	.....	100	100	100
Dec. 31, 1870	63.5	2.3	60 Pedair and Gulf 1.	110,000	2,062,544	77,469	7,000,000	5,764,136	.....	12	100	1104
Sept. 30, 1870	47.6	6.0	131 Panama.	.....	.....	.....	.....	.....	.....	55,400	8	100
Sept. 30, 1870	145.0	15.0	131 Hudson.	.....	.....	.....	.....	.....	.....	.....	.....	100
Sept. 30, 1870	12.0	12.0	131 Patterson and Hudson.	.....	.....	.....	.....	.....	.....	.....	.....	100
Sept. 30, 1870	15.1	2.3	131 Patterson and Ramapo.	.....	.....	.....	.....	.....	.....	.....	.....	100
Sept. 30, 1870	15.1	2.3	131 New Jersey.	1,000,000	500,000	500,000	500,000	500,000	.....	26,400	54	100
Dec. 31, 1870	22.0	1.9	131 New Jersey.	350,000	248,000	248,000	248,000	248,000	.....	.....	.....	100
Dec. 31, 1870	18.0	1.8	131 Lincoln and Decatur.	2,500,000	1,000,000	1,000,000	1,000,000	1,000,000	.....	6	100	100
Dec. 31, 1870	344.9	40.2	131 Pemberton and Hightstown.	875,000	2,731,000	2,731,000	500,000	500,000	.....	100	100	100
Nov. 30, 1870	105.0	1.6	131 New Jersey.	1,200,000	1,200,000	1,200,000	1,200,000	1,200,000	.....	100	100	100
Dec. 31, 1870	46.0	7.9	131 Peoria and Bureau Valley.	1,800,000	1,700,000	1,700,000	1,700,000	1,700,000	.....	100	100	100
Dec. 31, 1870	83.0	8.6	131 Peoria, Fulton and Jacksonsville.	3,000,000	3,000,000	3,000,000	3,000,000	3,000,000	.....	100	100	100
Dec. 31, 1870	22.0	4.2	131 Peoria and Rock Island.	4,300,000	4,300,000	4,300,000	4,300,000	4,300,000	.....	100	100	100
Jun. 30, 1871	90.0	4.2	131 Perth Amboy and Woodbridge.	.....	.....	.....	.....	.....	.....	100	100	100
Dec. 31, 1870	61.0	6.5	131 Illinois.	214,561	2,100,000	2,100,000	600,000	600,000	.....	200,113	117,938	100
Dec. 31, 1870	21.3	6.2	131 Pennsylvania.	2,000,000	1,77,744	177,744	2,000,000	2,000,000	.....	92.3	.....	100
Oct. 31, 1870	47.0	7.2	131 Pennsylvania Coal.	2,000,000	2,000,000	2,000,000	2,000,000	2,000,000	.....	165,300	165,300	100
Nov. 30, 1870	106.0	1.6	131 Pennsylvania.	1,800,000	1,768,000	1,768,000	1,800,000	1,800,000	.....	200,6	2,228,685	59,57
Dec. 31, 1870	46.0	7.9	131 Pennsylvania.	1,800,000	1,700,000	1,700,000	1,800,000	1,800,000	.....	200,6	2,228,685	59,57
Dec. 31, 1870	83.0	8.6	131 Peoria, Fulton and Jacksonsville.	3,000,000	3,000,000	3,000,000	3,000,000	3,000,000	.....	200,6	2,228,685	59,57
Dec. 31, 1870	22.0	4.2	131 Philadelphia and Erie 1.	2,000,000	2,000,000	2,000,000	2,000,000	2,000,000	.....	200,6	2,228,685	59,57
Dec. 31, 1870	61.0	6.5	131 Philadelphia and Balt. Oant. Penn. & Md.	2,000,000	2,000,000	2,000,000	2,000,000	2,000,000	.....	200,6	2,228,685	59,57
Dec. 31, 1870	21.3	6.2	131 Philadelphia and Balt. Oant. Penn. & Md.	2,000,000	2,000,000	2,000,000	2,000,000	2,000,000	.....	200,6	2,228,685	59,57
Dec. 31, 1870	287.6	7.5	131 Philadelphia and Balt. Oant. Penn. & Md.	2,000,000	2,000,000	2,000,000	2,000,000	2,000,000	.....	200,6	2,228,685	59,57
Oct. 31, 1870	247.0	11.1	131 Philadelphia and Reading.	1,126,000	5,167,700	5,167,700	15,672,478	15,672,478	.....	572,000	4,184,177	1,361,024
Nov. 30, 1870	98.4	85.0	131 Philadelphia and Trenton.	1,126,000	5,167,700	5,167,700	15,672,478	15,672,478	.....	572,000	4,184,177	1,361,024
Dec. 31, 1870	263.0	3.8	131 Philadelphia and Trenton.	1,126,000	5,167,700	5,167,700	15,672,478	15,672,478	.....	572,000	4,184,177	1,361,024
Dec. 31, 1870	65.9	3.8	131 Philadelphia, Willm. and Baltim.	1,126,000	5,167,700	5,167,700	15,672,478	15,672,478	.....	572,000	4,184,177	1,361,024
Dec. 31, 1870	183.0	7.5	131 Philadelphia, Willm. and Baltim.	1,126,000	5,167,700	5,167,700	15,672,478	15,672,478	.....	572,000	4,184,177	1,361,024
Dec. 31, 1870	22.0	2.0	131 Pittsburgh, Pitts. & W. Va. Ohio.	1,728,374	2,386,529	2,386,529	1,728,374	1,728,374	.....	200,6	2,228,685	59,57
Dec. 31, 1870	22.0	2.0	131 Pittsburgh, Pitts. & W. Va. Ohio.	1,728,374	2,386,529	2,386,529	1,728,374	1,728,374	.....	200,6	2,228,685	59,57
Dec. 31, 1870	22.0	2.0	131 Pittsburgh, Pitts. & W. Va. Ohio.	1,728,374	2,386,529	2,386,529	1,728,374	1,728,374	.....	200,6	2,228,685	59,57
Dec. 31, 1870	22.0	2.0	131 Pittsburgh, Pitts. & W. Va. Ohio.	1,728,374	2,386,529	2,386,529	1,728,374	1,728,374	.....	200,6	2,228,685	59,57
Sept. 30, 1870	18.6	1.4	131 Pittsburgh and North Adams.	1,728,374	2,386,529	2,386,529	1,728,374	1,728,374	.....	200,6	2,228,685	59,57
Oct. 31, 1870	45.0	1.4	131 Providence, Warren and Bristol.	1,728,374	2,386,529	2,386,529	1,728,374	1,728,374	.....	200,6	2,228,685	59,57
Dec. 31, 1870	63.0	2.5	131 Portland and Kennebec.	2,710,294	1,200,000	1,200,000	2,710,294	2,710,294	.....	108,300	4,184,177	1,361,024
Dec. 31, 1870	27.5	2.1	131 Portland and Oxford Central.	2,710,294	1,200,000	1,200,000	2,710,294	2,710,294	.....	108,300	4,184,177	1,361,024
Dec. 31, 1870	31.3	6.8	131 South Carolina.	1,200,000	585,069	585,069	1,200,000	1,200,000	.....	200,6	2,228,685	59,57
Mar. 31, 1871	30.0	8.0	131 Port Royal.	370,000	300,000	300,000	370,000	370,000	.....	200,6	2,228,685	59,57
Sept. 30, 1870	20.8	2.0	131 Poughkeepsie and Eastern.	2,710,294	1,200,000	1,200,000	2,710,294	2,710,294	.....	108,300	4,184,177	1,361,024
Nov. 30, 1870	16.0	0.6	131 Providence, Warren and Bristol.	2,710,294	1,200,000	1,200,000	2,710,294	2,710,294	.....	108,300	4,184,177	1,361,024
Sept. 30, 1870	43.4	1.0	131 Providence and Worcester.	2,710,294	1,200,000	1,200,000	2,710,294	2,710,294	.....	108,300	4,184,177	1,361,024
Dec. 31, 1870	27.5	2.1	131 Quincy and Waraw.	2,710,294	1,200,000	1,200,000	2,710,294	2,710,294	.....	108,300	4,184,177	1,361,024
Dec. 31, 1870	31.3	6.8	131 Raleigh and Gaston.	2,710,294	1,200,000	1,200,000	2,710,294	2,710,294	.....	108,300	4,184,177	1,361,024
Nov. 30, 1870	40.0	8.0	131 Reading and Columbia.	2,710,294	1,200,000	1,200,000	2,710,294	2,710,294	.....	108,300	4,184,177	1,361,024
Sept. 30, 1870	71.0	11.0	131 Renaselaer and Saratoga.	1,126,000	220,863	220,863	1,126,000	1,126,000	.....	200,6	2,228,685	59,57
Sept. 30, 1870	32.0	4.5	131 Richmond and Danville 1.	36,633	88,741	88,741	36,633	36,633	.....	100,6	600,871	120,169
Sept. 30, 1870	110.0	1.5	131 Richmond and Danville 1.	36,633	88,741	88,741	36,633	36,633	.....	100,6	600,871	120,169
Sept. 30, 1870	140.5	1.5	131 Richmond, Fredericksburg & Potowmack.	2,710,294	1,200,000	1,200,000	2,710,294	2,710,294	.....	108,300	4,184,177	1,361,024
Sept. 30, 1870	75.5	6.0	131 Richmond and York River 1.	1,126,000	21,433	21,433	1,126,000	1,126,000	.....	200,6	2,228,685	59,57
Sept. 30, 1870	22.1	2.8	131 Richmond and York River 1.	1,126,000	21,433	21,433	1,126,000	1,126,000	.....	200,6	2,228,685	59,57
Sept. 30, 1870	38.3	2.2	131 Roanoke Valley.	1,126,000	21,433	21,433	1,126,000	1,126,000	.....	200,6	2,228,685	59,57
Sept. 30, 1870	22.0	2.0	131 Roanoke Valley.	1,126,000	21,433	21,433	1,126,000	1,126,000	.....	200,6	2,228,685	59,57
Sept. 30, 1870	18.5	1.3	131 Rochester and Genesee Valley.	1,126,000	21,433	21,433	1,126,000	1,126,000	.....	200,6	2,228,685	59,57
Jun. 31, 1870	20.0	1.2	131 Rome.	2,710,294	1,200,000	1,200,000	2,710,294	2,710,294	.....	108,300	4,184,177	1,361,024
Sept. 30, 1870	141.1	48.6	131 Rutland.	2,710,294	1,200,000	1,200,000	2,710,294	2,710,294	.....	108,300	4,184,177	1,361,024
Sept. 30, 1870	33.0	1.0	131 Rutland, and Oswego.	2,710,294	1,200,000	1,200,000	2,710,294	2,710,294	.....	108,300	4,184,177	1,361,024
Sept. 30, 1870	57.0	3.0	131 Rutland, and Oswego.	2,710,294	1,200,000	1,200,000	2,710,294	2,710,294	.....	108,300	4,184,177	1,361,024
Sept. 30, 1870	22.0	2.0	131 Rutland, and Oswego.	2,710,294	1,200,000	1,200,000	2,710,294	2,710,294	.....	108,300	4,184,177	1,361,024
Dec. 31, 1870	112.0	6.5	131 Rutland, and Oswego.	2,710,294	1,200,000	1,200,000	2,710,294	2,710,294	.....	108,300	4,184,177	1,361,024
Dec. 31, 1870	24.0	2.2	131 Rutland, and Oswego.	2,710,294	1,200,000	1,200,000	2,710,294	2,710,294	.....	108,300	4,184,177	1,361,024
Dec. 31, 1870	17.0	2.2	131 Rutland, and Oswego.	2,710,294	1,200,000	1,2						



## REFERRED &amp; GUARANTEED STOCKS

(Marked with an asterisk (\*) are guaranteed by lessees and thus (?) have equal dividends with lessees' stock.)

COMPANIES.		Div'ds		
	Amount out-standing.	Rate.	Paid.	Market Price.
<b>RAILROAD STOCKS:</b>				
Atlantic & Gt. West'n (O. D.), pref.	\$1,919,000	7	..	
Atlantic and St. Lawrence* guar.	2,494,000	4	4	
Baltimore and Ohio, pref.	8,000,000	6	6	150
Berkshire* guaranteed.	600,000	7	7	
Blossburg and Corning* guar.	250,000	5	5	
Boston, Concord and Montreal, pref.	1,340,000	6	6	754
Buffalo, N. York and Erie* guar.	950,000	7	7	744
Camden and Atlantic, pref.	753,695	7	7	72
Catawissa*, pref. and guar.	2,200,000	7	7	954
Cayuga and Susquehanna* guar.	589,110	..	9	
Cedar Rapids & Missouri*, preferred and guaranteed.	755,000	7	7	
Central Ohio, preferred.	400,000	7	7	89
Chemung*, guar.	380,000	8	6	
Cheshire, preferred.	2,017,815	7	3	32
Chicago and Alton, pref.	2,425,400	7	10	181
Chicago, Iowa and Nebraska* guar.	2,600,000	7	7	
Chicago and Northwestern, pref.	20,370,283	7	7	954
Cleveland and Mahoning*, guar.	2,056,000	7	7	
Cleveland and Toledo*,† guar.	6,260,000	..	34	
Cocheco, preferred.	177,750	8	..	
Connecticut and Passumpsic Rivers, preferred	1,822,100	6	6	89
Dumbeau Valley, 1st pref.	241,900	8	8	114
" " 2d pref.	242,000	8	8	
Delaware* guaranteed.	594,261	6	6	
Detroit & Milwaukee*, preferred and guaranteed.	1,500,000	6	..	
Dubuque and Sioux City*, preferred and guaranteed.	1,968,170	7	7	974
Dubuque Southwestern, pref.	330,308	7	7	
Eastern (N. H.)*, guaranteed.	492,500	8	8	
Elmira, Jefferson and Canandaigua*, guaranteed.	500,000	5	5	
Elmira and Williamsport*, guar.	500,000	5	5	
Elmira and Williamsport*, preferred and guaranteed.	500,000	7	7	84
Erie, preferred	8,538,910	7	7	84
Evansville and Crawfordsville pref.	100,000	..		
Hannibal and St. Joseph, pref.	5,078,224	..		
Harrisburg and Lancaster*, guar.	1,182,550	7	7	
Housatonic, preferred	1,180,000	8	4	
Huntingdon & Broad Top Mountain, preferred	190,750	7	34	26
Joliet and Chicago*, guar.	1,500,000	7	7	
Joliet and Northern Indiana*, guar.	300,000	8	8	
Lackawanna and Bloomsburg, pref.	500,000	7	..	
Leeds and Farmington*, guar.	2,646,100	7	7	
Little Schuylkill*, guar.	848,700	9	9	874
Louisville, Cincinnati and Lexington preferred	5,586,135	6	..	30
Marietta and Cincinnati, 1st pref.	4,051,744	..	14	
" " 2d pref.	9,744,268	7	..	804
Manchester and Lawrence*	3,775,000	8	8	
Michigan Southern, guaranteed.	1,000,000	..	9	
Mill Creek and Mine Hill*, guar.	586,800	10	10	
Milwaukee and St. Paul, preferred	323,375	10	10	
Mine Hill and Schuylkill Haven*, guaranteed	5,996,700	..	6	
Mount Carbon & Pt. Carbon, guar.	1,551,800	..	10	
New Haven and Northampton*	1,099,720	..	10	
New York and Harlem, pref.	450,000	6	6	
Niagara Bridge and Canandaigua*, guar.	1,500,000	6	6	
North Eastern (S. C.) preferred.	155,000	8	8	
Ogdensburg and L. Champlain, pref.	1,037,000	8	8	103
Ohio and Mississippi, pref.	3,500,000	7	7	79
Pateron and Hudson*, guar.	630,000	8	8	
Pateron and Ramapo*, guar.	248,000	..	5	
Peoria and Bureau Valley*, guar.	1,200,000	..	6	
Philadelphia and Erie*	5,996,700	..	6	
Philadelphia and Reading, pref.	1,551,800	..	10	
Philadelphia and Trenton*, guar.	2,040,000	7	7	66
Pittsfield and North Adams*, guar.	445,596	6	6	364
Pott. & Kennebec (Yarmouth) guar.	576,000	5	5	
Portland, Sago & Portsmouth*, guar.	869,450	5	5	
Portsmouth and Concord*	1,700,000	7	..	
Richmond, Fredericksb. & Potomac, guaranteed.	350,000	7	7	
Rochester and Genesee Valley*	142,900	7	7	
Rutland, preferred.	567,560	..	7	
St. Louis, Alton and T. H., pref.	2,040,000	7	7	66
Sandusky and Cincinnati, pref.	1,408,300	7	7	
Schuylkill Valley*, guar.	200,000	5	5	
Shamokin Valley & Pottsville*, guar.	317,050	..	2	
Tol. Peoria & Warsaw 1st pref.	1,000,000	7	..	86
" " " 2d pref.	1,300,000	7	..	
Toledo, Wabash and Western, pref.	274,000	7	7	
Troy and Greenbush*, guar.	2,500,000	8	8	
Vermont and Canada*, guar.	1,408,300	7	7	
Warran*, guar.	200,000	5	5	
White Mountains*, guar.	..	..	..	
Wrightev. York & Gettysburg*, pref.	5,774,400	7	7	83
<b>CANAL STOCKS:</b>				
Delaware Division*, guar.	1,633,350	8	8	
Morris, pref. d.	1,175,000	10	10	124
Schuylkill Navigation, pref.	2,888,997	6	6	30
Union, preferred.	..	..	14	
<b>MISCELLANEOUS STOCKS:</b>				
Cumberland Coal, pref.	..	..	..	
Mariposa Mining, pref.	5,774,400	7	7	83

## WHOLESALE PRICE CURRENT.

**IRON—DUTY:** Bars, 1 to 1½ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1½ cents per lb.; Sheet, Band, Hoop and Scroll, 1½ to 1¾ cents per lb.; Pig, \$7 per ton; Polished Sheet, 3 cents per lb.; Galvanized, 24; Scrap Cast, \$8; Scrap Wrought, \$8 per ton.

Pig, Scotch, No. 1.....per ton 49 — @ 55 —  
Pig, American, No. 1.....49 — @ 57 —  
Pig, American, No. 2.....48 — @ 50 —  
Pig, American, Forge.....46 — @ 48 —  
Bar, Refined, English and American.....@ 105 —  
Bar, Swedes, assorted sizes.....(gold) 85 — @ 100 —

## STORE PRICES.

Bar, Swedes.....125 — @ 135 —  
Bar, Refined, 4 to 2 in. rd. & sq.—1 to 6 in. x 1 to 1 in.....110 — @ —  
Bar, Refined, 1 to 8 by 4 & 5-16 & 2½ to 2½ rd. & sq.....115 — @ —  
Bar, Refined, 1 & 1½ by 4 & 5-16.....117 50 — @ —  
Large Round.....122 50 — @ 127 50  
Scroll.....122 50 — @ 152 50  
ovals and Half-round.....127 50 — @ 137 50  
Band.....— @ 122 50  
Horse Shoe.....120 — @ 130 —  
Rods, 1/8-16 inch.....115 — @ 155 —  
Hoop.....135 — @ 175 —  
Nail Rod.....per lb. — @ — 8 —  
Sheet, Russia, as to assortment.....(gold) — @ 18 —  
Sheet, Single D. and T. Common.....6½ — @ 7 —  
Sheet, Doubles and Trebles, Charcoal.....7½ — @ 8 —  
Sheet, Galvanized.....List 15 per ct. disc.  
Rails, English.....(gold) — per ton 75 — @ 77 —  
Rails, American, at Works in Penna., c'y. 83 — @ 85 —  
Anvils, (Eagle).....per lb currency. — @ 9 —

**STEEL—DUTY:** Bars and Ingots, valued at 7 cents per lb., or under 24 cents; over 7 cents and not above 11,3 cents per lb.; over 11 cents, 3½ cents per lb., and 10 per cent. ad val. (Store prices.)

English, Cast, (2d and 1st quality) per lb. — 16½ — @ 18½  
English Spring (2d and 1st quality).....7½ — @ 10½  
English Blister (2d and 1st quality).....10½ — @ 17½  
English Machinery.....11½ — @ 13½  
English German (2d and 1st quality).....10½ — @ 12 —  
American Blister.....— @ 12 —  
American, Cast Tool.....15 — @ 16 —  
American, Spring.....9 — @ 11 —  
American Machinery.....10 — @ 10½ —  
American German.....9 — @ 11 —

**NAILS—DUTY:** Cut, 14; Wrought, 24; Wrought Horse

Shoe, 5 cents per lb.; Copper, 45 per cent.; Yellow Metal and Zinc, 35 per cent. ad val. (Cash.)

Cut, 10d. to 60d., Hook-head Brads, Fencing and Sheathing, 10d. to 60d. per 100 lb. — @ 5 75  
Cut, 6d. and 9d. — @ 6 —  
Cut, 6d. and 7d. — @ 6 25  
Cut, 4d. and 5d. — @ 6 50  
Cut, 3d. — @ 7 25  
Cut, 2d and 3d. Fine — @ 8 —  
Cut Spikes, all sizes — @ 6 —  
Cut, Finishing, Casing, Box, &c., 10d. to 3d. — 6 25 — @ 7 75  
Clinch, Kegs .....7 25 — @ 7 75  
Horse Shoe, Forged (No. 10 to 5).....per lb. — 21 — @ 33 —  
Copper.....— @ 51 —  
Yellow Metal.....— @ 32 —

**TIN—DUTY:** Pig, Bars and Block, 15 per cent. ad val.; Plate and Sheets and Terne Plates, 25 per cent.; Roofing, 25 per cent. ad val.

Banca.....(gold) per lb. — 48 — @ 50 —  
Straits.....(gold) — 40 — @ 41 —  
English.....(gold) — 40 — @ 41 —

Plates—Fair to good brands.—Gold, — Currency.—I. C. Charcoal—per box 14 — @ 14 50 — 15 50 — @ 16 —  
I. C. Coke.....12 50 — @ 13 50 — 14 — @ 15 —  
Coke Terne.....10 75 — @ 12 25 — 12 — @ 12 50 —  
Charcoal Terne.....12 50 — @ 13 — 14 — @ 14 75

**PETROLEUM—DUTY:** Crude, 20 cents; Refined 40 cents per gallon.

Crude, 40 @ 48 gravity (in bulk).....— 13 — @ —  
Crude, 40 @ 47 gravity (in shipping order).....— 16½ — @ 17 —  
Refined, Standard White (in ship's order).....— 22½ — @ 22 —  
Refined, S. W. (in jobbing lots).....— @ 22 —

Refined, S. W. (in tin).....— 28½ — @ 28 —  
Naphtha, Refined, (65 @ 73 gravity).....— 11½ — @ 12 —  
Rediunum.....per bbl. 4 — @ 4 —

**COPPER—DUTY:** Pig, Bar and Ingot, 5; Old Copper, 4 cents per lb.; Manufactured, 45 per cent. ad val. All Cash.

Copper, New Sheathing, (over 12 oz.) per lb.— @ 46 —  
Copper, Bolts.....— @ 48 —  
Copper, Braziers' (over 16 oz.).....— @ 48 —  
Copper, Nails.....— @ 51 —

Copper, Old Sheathing, &c., mixed lots.....— @ 46 —  
Copper, Chile Pig.....— 33 — @ 35 —  
Copper, American Ingot.....— 41 — @ 42 —

Yellow Metal, New Sheathing and Bronze .. — @ 30 —  
Yellow Metal, Bolts.....— @ 32 —  
Yellow Metal, Nails.....— 30 — @ 32 —

**LEAD—DUTY:** Pig, \$2 per 100 lb.; old Lead, 1½ cents per lb.; Pipe and Sheet, 2½ cents per lb.

Spanish.....(gold) per 100 lb. 6 37½ — @ 6 50 —  
German.....(gold) 6 37½ — @ 6 50 —  
English.....(gold) 6 37½ — @ 7 —

Bar.....— 8½ — @ —  
Pipe.....— @ 10 —  
Sheet.....— @ 10 —

Colwells, Shaw & Willard Tin-Lined Lead Pipe 15c. pr. lb.  
**COAL—DUTY:** Bituminous, \$1.25 per ton of 28 bushels

30 lb. to the bushel; Anthracite, FREE; other, 40 cents per 28 bushels of 80 lb. to the bushel.

Newcastle Gas.....per ton of 2240 lb. — @ 8 —

Liverpool Gas Cannon.....— @ 12 —

Liverpool House Cannon.....— @ 16 —

Anthracite.....per ton of 2,000 lb. 4 — @ 5 —

## New York Stock Exchange.

Actual Sale Prices for the week ending May 1.

	Th. 25.	F. 26.	Sat. 27.	M. 29.	Tu. 30.	W. 1.
Canton Co.	95½	103	103	103	103	102
Central Pacific 6s.	103	103	103	103	103	102
Central of N. Jersey	110	110	110	110	110	121
Chicago & Alton	119	118	118	118	118	121
.. pref.	..	..	..	..	..	
.. 1 M.	..	..	..	..	..	
.. S. F.	..	..	..	..	..	
.. Inc. bds.	96	96	96	96	96	96
Chicago, Bur. & Q.	133	133	133	133	133	133
Chic. & Northwestern	88, 1883	80	80	79	79	79
.. pref.	95	95	95	95	95	95
.. 1st M.	..	..	..	..	..	
.. S. F.	..	..	..	..	..	
.. Consol.	102	102	102	102	102	102
Chic., Rock Isl. & Pac.	113	113	113	113	113	113
Ohio, R. I. & Pu. Is., 1896	102½	102½	102½	102½	102½	102½
Clev., Col. and Ind. C.	93	93	93	93	93	93
Clev. & Pittsburg guar.	93	93	93	93	93	93
.. 2 M.	..	..	..	..	..	
.. 3 M.	..	..	..	..	..	
Clev. and Toledo	..	..	..	..	..	
Col. Chi. & Ind. C.	35½	35	35	40	40	38
.. 1 M.	..	..	..	..	..	
.. 2 M.	..	..	..	..	..	
.. 4 M.	..	..	..	..	..	
Col. Chi. & Ind. C.	35½	35	35	40	40	38
.. 1 M. 7s.	1897	..	..	..	..	
.. 2 M. 7s.	1879	..	..	..	..	
.. 3 M. 7s.	1883	..	..	..	..	
.. 4 M. 7s.	1880	..	..	..	..	
.. 5 M. 7s.	1888	..	..	..	..	
Great Western 2d mort.	..	..	..	..	..	
Hannibal & St. Joseph.	44	45	44	44	44	44
.. pref.	..	..	..	..	..	
.. 8s. conv.	91½	91½	91½	91½	91½	91½
Hudson River	..	..	..	..	..	
.. 2 M. S. F.	..	..	..	..	..	
.. 3 M. 7s.	1875	..	..	..	..	
Illinois Central	..	..	..	..	..	
.. bonds	..	..	..	..	..	
Lake Shore & Mich. Sth.	97½	96	97½	97½	97½	96
Lake Shore Div. bonds	..	..	..	..	..	
Marietta & Cln. 1st pref.	26	28	28	28	28	30
.. 2d pref.	..	..	..	..	..	
Michigan Central	..	..	..	..	..	
.. 2d pref.	..	..	..	..	..	
M. S. & N. I. 1 M. S. F.	..	..	..	..	..	</td

## New York Stock Exchange.

Actual Sale Prices for the week ending May 1.  
Th.25. F.26. Sat.27. M.28. Tu.30. W.1

FEDERAL STOCKS:-	
U. S. 5s, 1874, reg.....	110
U. S. 5s, 1874, coup.....	110
U. S. 5s, 10-40s, reg..110	110
U. S. 5s, 10-40s, coup..110	110
U. S. 5s, 1881, reg.....	110
U. S. 5s, 1881, coup..112	113
U. S. 6s, 1881, reg.....	117
U. S. 6s, 1881, coup..118	118
U. S. 6s, '81, O.W.L.....	118
U. S. 6s, 5-20s, reg.'82.....	112
U. S. 6s, 5-20s, c.1862.....	115
U. S. 6s, 5-20s, reg.'84.....	115
U. S. 6s, 5-20s, c.1864-115.....	115
U. S. 6s, 5-20s, reg.'85.....	112
U. S. 6s, 5-20s, c.1865-115.....	116
U. S. 6s, 5-20s, r. n.'65.....	115
U. S. 6s, 5-20s, c.'65-114.....	114
U. S. 6s, 5-20s, reg.'67-114.....	115
U. S. 6s, 5-20s, c.1867-115.....	116
U. S. 6s, 5-20s, reg.'68.....	116
U. S. 6s, 5-20s, c.'68.....	116
U. S. 6s, Pac.R.R. issue.116.....	116

## Boston Stock Exchange.

Actual Sale Prices for the week ending May 1.

Th.18. F.19. Sat.20. M.22. Tu.23. W.24	
Boston and Albany .....	155
Boston and Lowell .....	151
Boston and Maine.....	140
Boston and Providence.....	152
Boston, Hartford & Erie.....	6
7s, new .....	47
Cheshire, pref.....	47
Chi., Burl. & Quincy.....	138
Concord.....	131
Connecticut River.....	142
Eastern.....	108
Fitchburg.....	108
Manchester & Lawrence.....	115
Michigan Central.....	116
Northern, N. H.....	114
Ogdens, & Lake Champlain.....	89
pref.....	87
Old Colony & Newport.....	103
Ph., Wil. & Baltimore.....	56
Portl'd, Saco & Porta.....	132
Union Pacific.....	40
6s.....	91
Land Grant 7s.....	81
Income 10s.....	85
Vermont & Canada.....	99
Vermont & Mass.....	85
South Boston (Horse).....	102
Cambridge .....	64
Metropolitan .....	65
Middlesex .....	67
Central Mining Co.....	38
Copper Falls .....	15
Franklin .....	15
National .....	12
Pewabic .....	11
Quincy .....	57

## London Stock Exchange.

—Closing Prices.—  
April 12. April 19.

Atl. & Gt. West. N. Y. sec. 7 per ct	
1st mort., 1880.....	75 — 80
Do. do., 2d mort., 1881.....	65 — 70
Do. Penn., 1st mort., 1877.....	62 — 44
Do. do., 2d mort., 1882.....	100 — 102
Do. Consol. 7 per cent. mort. 1890.....	7 — 8p
Detroit and Milwaukee 1st mort. 7s.....	77 — 89
Do. 2d mort. 8 p. c. ....	75 — 85
Erie shares 100 dol. all paid.....	53 — 54
Do. sterl. 6 p. c. convertible bonds 89 — 90	88 — 92
Illinois Central, 6 per cent., 1875.....	— —
Do. Redemption mort. bonds 6 p. c. 99 — 101	99 — 101
Do. 100 dol. shares, all paid.....	109 — 110
Marietta and Cincinnati 7s.....	82 — 85
Michigan Central 8s, conv. 1869.....	90 — 100
Panama 2d mort. 7s, 1872.....	— —
Panama General mort. 7s, 1897.....	87 — 89
Penn. R. R. bonds, 2d mort. 6 per cent. 97 — 99	97 — 99
Do. General mort. 6 p. c. 1910.....	96 — 98
Do. \$50 shares.....	50 — 51
Philadelphia and Erie 1st mort. 1881. 96 — 98	96 — 98
Do. with option to be paid in Phila. 96 — 98	96 — 98

## American Railroad Journal.

Saturday, May 4, 1872.

## Stock Exchange and Money Market.

Money has been offered with more freedom, and rates have been quoted more favorable to the borrowing interests, call loans ranging from 5@7 per cent., and choice to good discounts, from 7@12 per cent. per annum, as the extremes. The demand for accommodation, though quite active on speculative account, has been promptly met in most instances within the range of current quotations. The banks have been more liberal of aid; and private lenders have been making advances with more confidence. The U. S. Sub-Treasury office reduced its coin balance  $\frac{1}{2}$ ths of a million and enlarged its currency reserve nearly a million. The city banks added to their loan and discount average about  $1\frac{1}{2}$  millions during the week, and reduced their outstanding circulation slightly. The U. S. Sub-Treasury held a currency balance at the close of business on Tuesday of \$4,747,040, and a coin reserve, of \$71,058,471.

The city banks, in their latest return, show an increase of \$5,618,100 of legal tender notes, with a reduction of \$165,900 of specie, and an increase of \$7,508,400 of deposits; and of \$1,865,900 in their loan and discount averages, with a reduction

of \$71,500 in their item of circulation. The city bank exchanges, last week, averaged  $183\frac{1}{2}$  and thus far, this week, about 127 millions daily. The banks now hold \$5,895,125 of specie and legal tender notes more than the 25 per cent. of their liabilities required by the National Banking Act.

The specie reserve of the city banks according to the latest return is \$18,112,500, against \$15,597,189 same time last year. The city bank deposits are now \$208,130,100, against \$222,349,225 week ending April 29, 1871. The legal tender reserve amounts to \$45,527,400, against \$60,426,291 same time last year. The circulation now stands at \$27,840,000 against \$31,461,929 same time last year. The loans are now \$274,926,500 against \$287,554,588 at this date last year.

The coin reserve of the city banks is now about  $18\frac{1}{2}$  millions as against about  $28\frac{1}{2}$  millions on the 6th of January; the legal tender reserve is about  $45\frac{1}{2}$  millions against \$46,616,000 on the statement of February 10th.

The U. S. Sub-Treasury augmented its currency balance \$984,780, and reduced its coin reserve \$398,194 as the result of the week's business. The receipts of the office were \$3,254,104 in coin, and \$3,587,077 in currency; payments, \$3,922,298 in coin, and \$2,552,297 in currency. The office received \$3,109,000 in coin or its equivalent, from customs; and disbursed \$2,052,385, of coin interest. The receipts of the office from all sources in April were \$81,147,759, including \$14,329,276 from customs; payments, \$78,041,565, including \$3,118,000 of coin-interest.

Government revenues have shown a fair yield through the week. The excises yielded within the week about two millions, and thus far since July 1, 1871, \$105,694,143. The customs at the port of New York last week were \$3,054,204; at the outports, equal to about a million more, all in coin, or coin certificates.

The cash balances of the Treasury Department on Monday were: Coin, \$129,617,930; currency, \$9,105,433. Coin certificates were outstanding for \$25,272,500.

Gold has been quite brisk and buoyant in price, on a more confident demand, mainly on speculative account, though the later dealings have shown less firmness in the general market. The customs call has been fair; while the export drain has been more extensive, though not equal to the coin interest disbursements of the Treasury office.

Under the May programme of the Treasury Department, Government proposes to sell during the month, at least ten millions of Gold as follows: Thursday, May 2, \$2,000,000; Thursday, May 9, \$2,000,000; Thursday, May 16, \$2,000,000; Thursday, May 23, \$2,000,000; Thursday, May 30, \$2,000,000. And to buy in ten millions of Five-Twenty bonds as follows: Wednesday, May 1, \$2,000,000; Wednesday, May 8, \$2,000,000; Wednesday, May 15, \$2,000,000; Wednesday, May 22, \$2,000,000; Wednesday, May 29, \$2,000,000.

The range of the price during the week has been from  $112\frac{1}{2}$ @ $113\frac{1}{4}$  and the closing quotation on Wednesday was  $112\frac{1}{2}$  against  $112@112\frac{1}{2}$  the preceding Wednesday. The specie outflow, last week, was \$1,715,619. The Gold Exchange Bank clearances have averages about  $54\frac{1}{2}$  millions per day during the week.

The customs demand for Gold last week, averaged \$518,170 a day; thus far, this week, it

## Baltimore Stock Exchange.

Actual Sale Prices for the week ending Apr. 30.

W.24. Th.25. F.26. Sat.27. M.28. Tu.30

Baltimore City 6s, 1875.....	104
1886.....	105
1890.....	107
1894.....	107
1900.....	108
Balt and Ohio.....	150
bonds, 1875.....	149
1880.....	149
1885.....	95
1890.....	95
Marietta & Cin. 1st M. ....	97
2d M.....	91
3d M. 7s....	79
Northern Central.....	40
bonds, 1885.....	40
1900.....	87
Pittab. & Connells. 7s. 94	94
N. W. Va. 1st mort. 94	94
2d mort.....	94
3d mort.....	94
Virginia 6s, Consol.....	53
Defer. Certif. 16	17
City Passenger R. R. 24	16

has averaged \$525,000 a day, or equal to a weekly aggregate of \$3,150,000. The arrivals of specie from Europe, Havana and other foreign ports last week were \$31,630, and since Jan. 1, 1872, \$622,689 against \$2,971,893 same time in 1871. The total customs revenue of the Government, in coin, at this port, from July 1, 1871, has been \$138,594,403 against \$124,502,575 same time in the preceding fiscal year 1870-'71.

Government disbursed through the U. S. Sub-Treasury here, on account of the coin interest on the public debt from July 1, 1871, to April 27, 1872, \$65,087,254, against \$72,281,841 same time in 1870-'71.

The export drain of specie was \$1,715,619 last week, against \$3,332,493 same week preceding year. The shipments since July 1, 1871, have been \$31,540,250 against \$65,087,194 same time in 1870-'71.

Foreign Exchange has been firmer as to price, and in more request. Bankers' sixty day bills on London closed on Wednesday at 100 $\frac{1}{2}$ @109 $\frac{1}{4}$ ; sight bills on London, 110 $\frac{1}{2}$ @110 $\frac{1}{4}$ .

The produce exports from this port, week ending with April 30, were to the currency value of \$4,790,733.

Government securities have been in fairly active demand and quoted stronger. The offerings have been on a limited scale, in nearly all instances.

U. S. sixes of 1881 closed here on Wednesday of the current week at 118@118 $\frac{1}{2}$ ; U. S. Five-Twenties of 1862, (other than the bonds called in) ex May coupon 112 $\frac{1}{2}$ @112 $\frac{1}{4}$ ; U. S. Five-Twenties of 1864 at (ex May coupon) 112@112 $\frac{1}{4}$ ; U. S. Five-Twenties of 1865, ex May coupon 112 $\frac{1}{2}$ @113; U. S. Five-Twenties of 1865 consolidated, 114 $\frac{1}{2}$ @114 $\frac{1}{2}$ ; U. S. Five Twenties of 1867, 115@115 $\frac{1}{4}$ ; U. S. Five-Twenties of 1868, 115 $\frac{1}{2}$ @115 $\frac{1}{4}$  U. S. Ten-forties at 110 $\frac{1}{2}$ @110 $\frac{1}{2}$ ; U. S. Fives of 1881 (Funding Loan) ex May coupon, 111 $\frac{1}{2}$ @111 $\frac{1}{2}$ ; Six per cent. currency bonds, 116 $\frac{1}{2}$ @116 $\frac{1}{2}$ .

The latest quotations at the London Stock Exchange compare as follows with former returns:

	April 17.	April 24.	April 30.
Consols .....	92 $\frac{1}{2}$	92 $\frac{1}{2}$	93 $\frac{1}{4}$
U. S. 5-20's of 1862.. *90 $\frac{1}{2}$	*90	*90 $\frac{1}{4}$	
U. S. 5-20s, 1865 ..	*91 $\frac{1}{4}$		
" 1867 ....	93 $\frac{1}{2}$	93 $\frac{1}{2}$	93 $\frac{1}{2}$
" 10-40s ....	89 $\frac{1}{2}$	89 $\frac{1}{2}$	
New Fives of 1881....			90 $\frac{1}{2}$
Erie. .... .... ....	54		55 $\frac{1}{2}$

\*Ex May interest.

State bonds have been in generally good request and have been quoted firmer in price, though closing irregularly.

There has been a fairly active call for the better class of Railway Bonds at firmer rates. The older issues have been scarce in the open market. Central Pacific Sixes have been in more request at 102 $\frac{1}{2}$ @103. Chesapeake and Ohio have been in good demand at 94 per cent. and accrued interest.

The Chesapeake and Ohio through line of railway is rapidly progressing toward completion. The company have now over 325 miles of their line ready for traffic, and the work is already so far advanced on the unfinished intermediate link of 100 miles, that track-laying will be continued, with but slight interruption, during the Summer, until the entire line is completed, from the navigation of the James to that of the Ohio River. The three tunnels on the New River and Greenbriar sections are nearly completed, upward of

5,000 men being employed on the work. It is the confident expectation of the company that they will have the road ready for a large tourist travel in the Autumn of this year, and that the line will have a valuable coal and iron business soon after its through line is opened, as well as a large through transportation of Western products to the seaboard.

The Northern Pacific Railroad 7.30 Gold bearing First Mortgage Bonds have been more sought after for investment purposes at par and accrued interest in currency. These bonds are an absolute lien on all the property and rights of the company, which will eventually embrace more than two thousand miles of road, with rolling stock, buildings and all other equipments; together with over twenty-three thousand acres of land to every mile of finished road, the land extending in a broad, fertile belt from Wisconsin, through the richest portions of Minnesota, Dakota, Montana, Idaho, Oregon and Washington, to Puget Sound. Both principal and interest on the bonds are payable in Gold coin, at the office of JAY COOKE & Co., New York City—the principal at the end of thirty years, and the interest (at the rate of seven and three-tenths per cent. per annum) first of January and July. The eminently responsible financial agents of the loan recommend the bonds, after the fullest investigation, with the same entire confidence with which they commended Government Bonds to all classes of buyers for investment.

Railway and Miscellaneous share property, has been more active, and generally firmer in price on a livelier speculative call.

In the Metal trade the movements of the week have been on a restricted scale. The offerings of Pig-iron continue light, and values more or less nominal, though quoted about as before, for prompt delivery; 225 tons Nos. 1 and 2 American sold on private terms. Wrought Scrap-iron has been quiet, but quoted steady at \$64@\$65 with sales reported of 100 tons from dock on private terms. Iron Rails have been in moderate demand at about previous figures with sales reported of 300 tons Double-headed, and 455 tons do. do. on private terms. Foreign lead has been more sought after and quoted stronger in price, on the basis of 6 $\frac{1}{4}$ c. @ 6 $\frac{1}{2}$ c., gold, for ordinary; sales, 100 tons on private terms. Spelter has been inactive at unchanged quotations. Pig-tin has been dull and heavy, with Straits, quoted down to 40c., gold. Tin Plates have been held with confidence, on a moderate inquiry, with sales reported of 1,000 boxes assorted Charcoal at \$13 75, and 2000 boxes Charcoal Terne part to arrive, mainly 1-5th X, at \$12 @ \$12 25, gold, per box. Musselman Zinc sold to the extent of 10 casks at 9 $\frac{1}{4}$ c., gold, per lb. Copper, in less request and irregular as to price.

General business has been fairly active, in the line of domestic produce, with prices quoted stronger though closing less buoyantly in most instances. Middling upland cotton closed on Wednesday at 23 $\frac{1}{4}$  cts. per lb. The receipts at all the ports, since Sept. 1, have been 2,557,623 bales, against 3,584,500 bales same time in the preceding year; exports 1,740,498 bales against 2,608,446 bales in the previous year; stock at the ports at latest dates, 295,954 bales against 490,613 bales same date 1871.

At the Live Stock Markets, Beeves have been

in moderate demand at 9 $\frac{1}{4}$ @13 $\frac{1}{4}$  cts.; Veals at 5@9 cts.; Sheep at 7 $\frac{1}{2}$ @10 $\frac{1}{2}$ ; Lamb 12@18 cts. Swine, at 4 $\frac{1}{4}$ @5cts. per lb., all live weight. The week's receipts were 7,928 Beeves, 3,426 Veal Calves, 14,018 Sheep and Lambs; and 33,797 Swine.

Foreign goods have been in fair demand at generally firm prices. The week's imports of foreign goods reached the amount of \$9,573,956, including \$2,483,785 of dry goods.

Ocean freights have been more active and quoted steadier as to rates.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—Milwaukee and St. Paul 1st mort. Iowa div., 89 $\frac{1}{4}$ ; Cedar Falls and Mionesota 1st mort., 85; North Missouri 1st mort., 92; Albany and Susq. R. R., 94 $\frac{1}{2}$ ; do. 2d mort., 98; Pacific R. R. 7s, guar. by Mo., 100 $\frac{1}{4}$ ; Quincy and Toledo 1st mort., 91; Galena and Chicago 1st mort., 105; St. Louis and Iron Mt. R. R., 102 $\frac{1}{2}$ ; do. 1st mort., 95 $\frac{1}{4}$ ; Toledo, Peoria and Warsaw 1st mort. E. D., 95; do. W. D., 91; do. 2d mort., 84 $\frac{1}{2}$ ; Ohio and Miss. 2d mort., 85 $\frac{1}{2}$ ; do. consol., 95, La Crosse and Mil. 1st mort. 8s, 96; Cleveland, Painesville and Ashtabula, new, 96; do. old, 100; Long Dock bonds, 97; Central of New Jersey 1st mort., 105; Boston, Hartford and Erie, R. R., 9 $\frac{1}{4}$ ; do. 1st mort., 47 $\frac{1}{2}$ g; do. guar. bonds, 52; New Jersey R. R., 126; New York and New Haven R. R. 6s, 98; do. scrip, 140; Lake Shore and Michigan Southern scrip, 93 $\frac{1}{2}$ ; Rome, Watertown and Ogdensburg R. R., 95; Memphis and Charleston R. R., 35; South Carolina 6s, new, Jan and July, 36 $\frac{3}{4}$ ; do. Apl. and Oct. 34 $\frac{1}{2}$ ; New York State 6s, 1872, 110; do. 7s, Bounty Loan, coup., 108 $\frac{1}{2}$ ; North Carolina 6s, Special tax, 15 $\frac{1}{4}$ ; do. Fund Act, 1868, 20; do. 1866, 25; Louisiana 8s, 1910, 83; Texas 10s, 1876, 85; Western Union Tel., 76 $\frac{1}{2}$ ; Quicksilver pref., 55 $\frac{1}{2}$ ; U. S. Exp., 76; Am. Mer. Union Exp., 74; Adams Exp., 99; Wells Fargo Exp., 86 $\frac{1}{4}$ ; Atlantic Mail S. S. Co., 34 $\frac{1}{4}$ ; Brunswick City Land, 8; Consol. Coal of Md., 48; Cumberland Coal and Iron, 75; Maryland Coal, 22 $\frac{1}{2}$ ; Spring Mt. Coal, 55.

Philadelphia.—Pennsylvania and New York Canal 7s, 97 $\frac{1}{2}$ ; Catawissa R. R., 18; do. 7s, new, 97 $\frac{1}{2}$ ; Philadelphia and Reading 7s, 1893, 102 $\frac{1}{2}$ ; Allegheny Valley 7 3-10s, 95; West Jersey R. R. 6s, 94 $\frac{1}{2}$ ; do. 7s, 101 $\frac{1}{2}$ ; Wilmington and Reading 7s, 97; West Chester R. R. 7s, 98 $\frac{1}{4}$ ; Schuylkill Nav. 6s, Boat Loan, 82; Pennsylvania Canal 6s, 76; Connecting R. R., 6s, 88; Sunbury and Lewis 7s, 95; Harrisburg and Lancaster 6s, 92 $\frac{1}{2}$ ; Morris Canal 7s, B. L., 90; Chesapeake and Delaware Canal 6s, 94; Pennsylvania R.R. allotments, 57 $\frac{1}{2}$ ; Lehigh Valley allotments, 59 $\frac{1}{2}$ ; do. 7s, new, 103; Philadelphia and Trenton R. R., 125; Nesquehoning R. R., 57; Huntingdon and Broad Top Mt. pref., 18; Pittsburg City 6s, 95; do. 5s, 74 $\frac{1}{2}$ ; Allegheny City 6s, 90; Allegheny Co. 5s, 78 $\frac{1}{2}$ ; Buck Mt. Coal, 32 $\frac{1}{2}$ . The latest quotations are: City 6s, 97 $\frac{1}{2}$ @98; do. free of tax, 101 $\frac{1}{2}$ @101 $\frac{1}{4}$ ; Pennsylvania State 6s, W.L. 100 $\frac{1}{2}$ @101 $\frac{1}{4}$ ; do. 1st series, 102 $\frac{1}{2}$ @102 $\frac{1}{4}$ ; do. 2d series, 106@105 $\frac{1}{2}$ ; do. 3d series, 106 $\frac{1}{2}$ @107; Reading, 59 $\frac{1}{2}$  59; do. mort. 7s, 1893, 102 $\frac{1}{2}$ @108; do. mort. 6s, 1880, 95@—; Camden and Amboy, 126@126; do. mort. 6s, 1889, 94 $\frac{1}{2}$ @94 $\frac{1}{4}$ ; do. 1888,

91½@92½; do. 1889, 91@91½; Pennsylvania R. R., 60½@60%; do., allotments, 57½@58%; do. 1st mort., 100½@101½; do. 2d mort., 97½@97½; do. General mort. coupon, 93@94%; do. reg., 93@93½; Little Schuylkill R. R., 47@47½; Morris Canal, 48@50; do. pref., 124@125; do. 6s, 91@91; Susquehanna Canal, 8@8; do. 6s, 74@75; Schuylkill Nav., 7½@8½; do. pref., 15@15½; do. 6s 1882, 79½@80; Elmira and Williamsport pref., 40@42; do. 7s, 1878, 91½@92½; do. 5s, 58@—; Lehigh Coal and Navigation, 46@46½; do. 6s, 1884, 90@90%; do. R. R. Loan, 93@93½; do. Gold Loan, 94½@94%; North Pennsylvania 50@51; do. 6s, 100½@101%; do. 7s, 97½@98; do. Chatte 10s, 109@111; Philadelphia and Erie, 28½@28½; do. 6s, 89@89½; Minehill, 53@53½; Catawissa, 18@19; do. pref., 47½@47½; Lehigh Valley, 59½@59½; do. allotments, 59@59½; do. 6s, new coupon, 96@96½; do. reg., 97½@98½; do. 7s, 103@103; Fifth and Sixth streets, (horse,) 45@47; Second and Third, 64@66; Thirteenth and Fifteenth, 20@21; Spruce and Pine, 83@84; Green and Coates, 47@47; Chestnut and Walnut, 54@57½; Hestonville, 20½@21½; Union, 76@—; Germantown, 36@38.

Boston.—Rutland pref., 63; do. scrip., 86; Cape Cod R. R., 81½; Norwich and Worcester R. R., 125; Summit Branch, 48; Granite Railway, 69½; Connecticut and Passumpsic Rivers R. R. pref., 89½; Portsmouth Gt. Falls and Conway R. R., 100; Burlington and Missouri R. R. in Nebraska, 68½; Cincinnati, Sandusky and Cleveland, R.R., 23; do. 7s, 1890, 83; Boston, Clinton and Fitchburg 7s, 1890, 90; Vermont Central 1st mort., 81½; do. 8s, 1891, guar., 100; New York, Providence and Boston R. R. 6s, 1876, 99½; Atchison, Topeka and Santa Fe 1st mort. 7s, gold, 82; do. Land Grant 7s, 82; Stanstead, Shefford and Chamby 7s, 82½; Framingham and Lowell 1st mort. 7s, 1891, 90; Agricultural Branch 6s, 1884, 83; Western R. R. 6s, 1875, 97½; Leavenworth Lawrence and Galveston 10s, 95; Boston Water Power, Co., 58½; Cary Imp., 14½; Brookline Land 7½; Waverly Land, 7½; New Hampshire 6s, 1884, 100; do. 1874, 99½; Massachusetts 5s, 1873, gold, 107½; Maine 6s, 100; Portland 6s, 1887, 97½; do. 1877, 95; Lowell 6s, 1890, 99½; Boston 5s, 1886, gold, 97½; Boston 6s, 1880, currency, 101; Salem 6s, 1877, 99½; Cook Co., Ills., 7s, 1880, 96½; Chelsea 6s, 1879, 98½; Allouez Mining Co., 12½; Calumet and Hecla, 154½; Dana, 90c.; Eagle River, 1; Hungarian, 60c.; Minnesota, 7; Mesnard, 1½; Petherick, 4½; Pontiac, 1½; Ridge, 12½; Rockland, 3½; Shuniah, Silver, 8½; Superior, 87½c.; St. Clair, 1½; Toltec, 1½.

Baltimore.—Northern Central 6s, 1900, gold, 94; Western Maryland 8d mort., guar., 95½; Orange, Alexandria and Manassas 7s, 86½; Orange, and Alex. 4th mort. 8s, 85; Maryland Defense bonds, 104½; Virginia 6s, old, reg., 42; do. consol, 6s, reg., 50½; do. consol, 6s, coupon, 55; do. ex coupon, 52. The latest quotations are: Pittsburg and Connellsburg 7s, 1898, 95@95½; Baltimore and Ohio, 149@150 do., pref., 100½@—; do. 6s, 1875, 96½@—; do., 1880, 96@—; do., 1885, 95@96; Northern Central, 40@41; do. 6s, 1885, 94@95½; do., 1900, 86@87; do., 6s, 1900, gold, 94@94½; N. W. Va. 1st mort., 99@99; do. 2d mort., 89@99½; do. 3d mort., 1885, 92½@—; Marietta and Cincinnati 7s, 1892, 97½@97½; do. 2d mort., 87@88; do. 3d mort., 79½@79½; Central Ohio, 82@83; do., 1st mort., 86½@87½; Western Md. 1st mort. 6s, 1890, 87½@90; do. 1st mort. guar., 95@97; do. 2d mort. guar., 95½@96; do. 3d mort. guar., 96@96½; do. 2d mort. pref., 70@75; do. 2d mort. guar. by Washington Co., 89@90; Richmond and Danville bonds,—@81; Orange and Alexandria 1st mort. 6s, 93@95; do. 2d mort. 6s, 88@84½; do. 3d mort. 8s, 95½@96½; do. 4th mort. 8s, 84½@85; Orange, Alex. and Manassas 7s, 85½@86½; Virginia and Tennessee 6s, 1st mort., 93@95; do., 6s, 2d mort., 78@80; do. 8s, 3d mort., 90@92½; Baltimore 6s, 1875, 97½@98½; do., 1884, 98@98½; do. 1886, 99@100; do., 1890, 99@99; do., 1898, exempt, 99@—; do., 1900, exempt, 98½@98½; Memphis City 6s, 53@56; Maryland 6s, 1890, 98@—; do. Defense Loan, 1883, 104@105; City Passenger R. R., 23½@24½; George's Creek Coal, 81@85.

HARVEY FISK.

A. S. HATCH.

FISK &amp; HATCH, BANKERS,

No. 5 NASSAU ST., New York.

We can recommend only such securities as we know to possess the essential qualification of *unquestionable security*. The securities to which we have given the necessary attention to enable us thus to recommend them, are:

**THE BONDS OF THE CENTRAL PACIFIC RAILROAD** Co., originally negotiated by us, and which we now buy and sell at market rates. They are widely known and highly esteemed in all the principal money markets of the world, and are dealt in at all the principal Stock Exchanges in this country and Europe, where they take rank in popularity and market value next to the Bonds of the United States Government. Present market price, about 102½.

**THE 6 PER CENT. GOLD BONDS OF THE CHESAPEAKE AND OHIO RAILROAD COMPANY**, secured by a First Mortgage upon their great East and West Trunk Line of Railroad extending from the Chesapeake Bay to the Ohio River, forming a short, easy, low grade and economical through route for the transportation of Western products to the sea, and traversing the wonderful Iron and Coal deposits of Virginia and West Virginia, which are well known to be among the most important, varied, and valuable on this continent.

We have these bonds still for sale for account of the Company at 94 and accrued interest. Interest payable May and November. Principal and interest payable in Gold in the City of New York. Denominations \$1,000, \$500, and \$100, Coupon or Registered.

Full information furnished on application.

We buy and sell GOVERNMENT BONDS; receive deposits, and allow interest on balances; make collections; issue Certificates of deposit, and do a general banking business.

FISK &amp; HATCH.

**The Calumet and Hecla Mining Company** will pay on the 15th inst., the usual quarterly dividend of \$5 per share on its full complement of 80,000 shares, or at a rate of \$1,600,000 in dividends per annum. Competent judges estimate that the net profits of this company for 1872 cannot fall short of \$8,200,000, equal to \$40 per share,

TELE

## St. Joseph & Denver City RAILROAD COMPANY'S First Mortgage Bonds

are being absorbed by an increasing demand for them.

Secured as they are by a first mortgage on the Road, Land Grant, Franchise and Equipments, combined in one mortgage, they command at once a ready market.

A Liberal Sinking Fund provided in the Mortgage Deed must advance the price upon the closing of the loan. Principal and interest payable in *gold*. Interest at eight (8) per cent. per annum. Payable, semi-annually, free of tax. Principal in thirty years. Denominations, \$1,000, \$500 and \$100, Coupon or Registered.

Price 97½ and accrued interest in currency, from February 15, 1872.

Maps, circulars, documents and information furnished.

Trustees, Farmers' Loan and Trust Company of New York.

Can now be had through the principal Banks and Bankers throughout the country, and from the undersigned, who unhesitatingly recommend them.

## TANNER & CO., BANKERS,

NO. 11 WALL STREET.

The Public Debt.

By the monthly report of the public debt for April we learn that the debt was reduced during the month \$12,688,082 62. The total principal of the debt outstanding is \$2,278,519,598 54, on which there is due and unpaid of interest \$42,552,780 77—giving a total of principal and interest of \$2,321,072,379 31. There was at the same time cash in the Treasury, of coin, \$108,958,738 68, and of currency, \$14,475,199 91—giving a total of \$128,328,938 58; reducing the total debt, less cash in the Treasury, to \$2,197,743,440 72. The debt, less amount in the Treasury on the 1st of April 1872, was \$2,210,381,529 34—showing a decrease during the past month of \$12,688,088 62. Decrease since March 1, 1872, \$28,070,057 26. Decrease of the debt since March 1, 1871, \$215,481,968 64. Decrease of the debt from March 1, 1869, to March 1, 1872, was \$299,649,762 03.

Among the outward bound passengers, by the Steamship Russia, on the 24th ult., was Mr. J. A. Garland, junior member of the banking firm of Messrs Jay Cooke & Co. who, after years of close, assiduous, and intelligent devotion to the business interests of his firm, mainly in the New York house, where he has endeared himself to hosts of friends—now visits Europe, for the first time, for a few months, of rest and recreation.

**Grand Trunk Railway of Canada.**  
DIRECTORS' REPORT.

The gross receipts upon the whole undertaking, including the Buffalo and Champlain lines, have been \$935,341<sup>7</sup>. Deduct ordinary working expenses (being at the rate of 59.70 per cent., against 67.12 of the corresponding half of last year) 558,667<sup>7</sup>, and renewals, &c., of the permanent way and works in the half year debited to revenue 154,157<sup>7</sup>, making a total of 712,724<sup>7</sup>, leaving an available balance earned in the half-year of 222,617<sup>7</sup>. Less amount of sundry expenditure as per revenue account 43,540<sup>7</sup>.—179,077<sup>7</sup>. Deduct loss on American currency, 18,183<sup>7</sup>.—balance 160,894<sup>7</sup>, with 116,598<sup>7</sup> at the corresponding period of 1870.

To this sum of 160,894<sup>7</sup>, has to be added the balance carried from the net revenue account of last half-year of 18,811<sup>7</sup>, making a total balance of 179,205<sup>7</sup>. From this, however, has to be deducted the amount of postal and military revenue due for the half-year to the Postal bondholders of 17,025<sup>7</sup>, leaving the balance of 162,180<sup>7</sup>, applicable for the following payments, viz.—

Interest on hired cars (six months) .....	£40,069
Interest &c., paid on lands, .....	£1,647
On mortgage to Bank of Upper Canada .....	4,423
On loans, bankers' balances, promissory notes, European exchange, &c. ....	1,814
On British American Land Company's debentures .....	616
On Montreal Seminary debenture .....	616
On Island Pond debentures .....	2,700
Half-yearly instalments on Portland Sinking Fund .....	2,568
Contribution to Chicago Fire Fund .....	1,000
	15,387
Atlantic and St. Lawrence lease (in full) .....	29,501
Detroit lease (in full) .....	11,250
Montreal and Champlain .....	18,705
Buffalo and Lake Huron .....	27,500
	81,957
1st Equipment bond interest .....	15,000
2d " " " .....	8,115
Balance carried forward .....	1,650
	£162,180

Comparing this half-year with the corresponding period of 1870, the gross receipts show an increase of 141,601<sup>7</sup>, or 17.84 per cent. There was an increase in the passenger receipts of 15,997<sup>7</sup>, or 5.18 per cent., and in the freight receipts of 125,462<sup>7</sup>, or 25.93 per cent. The total number of passengers was 961,482, against 937,879; and the freight conveyed was 789,281, against 691,301 tons. The average receipt per passenger was 6s. 1d., against 5s. 11d.; and per ton of freight 15s. 5d., against 14s.

[It is shown by a table, which gives the charges for passengers and freight during the past nine years, that the rate per ton for freight was higher in the past half-year than in 1870, but still lower than in 1868 and 1869; and that the fare per passenger, though higher than in 1870, was lower than in any previous half-year since 1863. The charges for the past six months were, thus, for passengers and goods, below the average which has been obtained in the past and which may fairly be anticipated in the future. It is further to be observed from the table that the steady growth of traffic referred to in the last report has continued; and this result is the more satisfactory, inasmuch as a large part of the increase in the gross revenue is owing to improvement at almost every point of the company's system in local freight business.]

The expenses for the half-year amounted, including renewals, to 712,724<sup>7</sup>, or 76.18 per cent. as against 668,863<sup>7</sup>, or 84.26 per cent. of the gross receipts for the corresponding six months of 1870. Excluding the renewals, the ordinary working expenses were 59.70 against 67.12; but in the accounts now presented the amounts paid to different companies for the hire of rolling stock are not included in the ordinary working expenses,

as was the case in 1870. Those amounts are now placed—as in the accounts for the June half-year of 1871—amongst the interest charges, because they may properly be considered, except the proportion chargeable for the maintenance and repairs of the adjustable gauge cars, to represent interest upon what would, if the company had been in a position to incur the outlay, have been expended on capital account. The increased expenditure in the half-year, which amounted to 43,861<sup>7</sup>, was at the rate of 6.67 per cent., as against an increase of 17.84 per cent. in the receipts. In other words, the additional revenue of 141,600<sup>7</sup> was earned at a cost (including 18,000<sup>7</sup> extra for renewals) of 43,860<sup>7</sup>, or a little less than 31 per cent. of the gross increase. This reduction in the cost of working was due to the improved condition of the road and rolling stock.

The total train miles run were 3,642,556, against 3,193,290, showing an increase of 449,226 miles; and the increase in the car mileage was 7,288,865 miles. The cost per train mile in the locomotive department was reduced from 26.71 cents for December 1870, to 26.40 cents for the past half-year. This increased mileage was performed with a small addition to the engine stock; showing that each engine was doing a larger amount of work, and that the condition of the engine stock was generally improved.

The number of miles of permanent way relaid during the half year was 137<sup>1/2</sup> of which 53 miles were laid with steel. The total length of steel rails laid up to the 31st December last was 109 miles. The number of sleepers inserted during the year 1871 was 673,703, against 520,670 in 1870; oak blocks were placed under the joints of the rails for 75 miles, and the ballasting of 96 additional miles was completed.

The items charged to capital during the half-year are fully explained in the accounts. The total addition is 468,472<sup>7</sup>; but there is on the other hand a credit of 16,438<sup>7</sup> received from the Port Hope, Lindsay and Beaverton (now the Midland), on account of advances made to that company in 1857. Of the balance, amounting to 452,034<sup>7</sup>, the principal charge of 445,835<sup>7</sup>, represents the capitalised interest for the past half-year on the first, second, third and fourth preference bonds and stocks; and the remainder includes amounts paid for new rolling stock.

The receipts in American currency during the half-year amounted to \$2,387,000 against \$2,032,000; the increase having been due to the greater amount of "through traffic" carried; and \$956,599 were converted into sterling, against £425,977 in the corresponding period of 1870. There was a loss on conversion of 18,183<sup>7</sup> in the half-year, against 8,284<sup>7</sup>, partly in consequence of the larger amount converted for the purpose of sending money to England, and partly because the conversions were made at less favourable rates. These causes will not operate to the same extent in the present half-year, because it will not be necessary to transmit money to England, and because the currency receipts will be employed to a considerable extent in paying for rolling stock ordered in the United States.

[A table here shows the gross and net earnings from January 1862 to December 1871 in mixed currency and gold, the expenditure in renewals, and the direct loss sustained by the company from the depreciation of American currency.]

It will be in the recollection of the proprietors that Captain Tyler proceeded to Canada last October, mainly for the purpose of advising in regard to the works of the International Bridge, the completion of which had been delayed in consequence of difficulties experienced in founding certain of the deep-water piers. Preparations have accordingly been made during the past winter for prosecuting the works in a mode by which these difficulties will, it is believed, be surmounted. The additional expense which will be incurred by the alterations required to be made in the original plans by the Government engineers of the United States, and subsequently, and as finally settled during Captain Tyler's visit to America, will amount to 27,500<sup>7</sup>; and for this extra sum the

contractors have bound themselves to complete the bridge by 1st December next. Captain Tyler made a full report to his colleagues on his return on the condition of the works, the difficulties which had been encountered, and the means and appliances which were required to overcome them. As regards those portions of the work which had been constructed, he said—"I have examined the masonry of the piers and abutments completed, in the manner and to the extent above described, and the iron superstructure for three spans that has been placed upon them; and I am satisfied, as the results of observation and inquiry, that the work on those piers and abutments and on the three spans in the main river has been performed in a satisfactory and efficient manner. The piers are constructed, not of 'dressed,' but of 'rock-faced ashlar' masonry, and with a sandstone which presents appearances of iron-bands, flaws, and seams, on the surface. This sand-stone, from Georgetown, Ontario, has previously been extensively used on the Grand Trunk; and I have no hesitation in saying that the masonry of these piers and abutments, though not constructed in a costly or highly finished manner, is sound, durable, and well adapted for the purposes for which it is required. I have had the opportunity of seeing the same description of stone in the Credit Viaduct, with piers 110ft. high, and in other structures; and of observing that while showing similar bands, seams, and flaws, it exhibits in those structures no appearance of deterioration after being exposed to the influence of a Canadian climate for seventeen years. I have made particular inquiry into the thickness and force of the ice which these piers will have to resist, and have visited numerous other structures exposed to the action of ice under various circumstances; and I have come to the conclusion that the cut-waters of the three piers now erected are calculated, when shod with iron, with the slope on which they are constructed—of 1 to 1, to cut through and to resist, without danger of failure, any ice which can come in contact with them."

Captain Tyler also tested the ironwork of one of the spans, 190ft. in the clear, with a load of 217 tons of old rails which happened to be at Fort Erie on their way to the ironworks at Buffalo. These rails having been laid on the cross girders and equally distributed over the whole span, there was a deflection at the centre of 1<sup>1</sup>/<sub>2</sub> in., at 6ft. from the centre of 2in., and at 18ft. from each side of the centre of 1<sup>1</sup>/<sub>2</sub> in. The various parts of the bridge did their duty well while the load was upon it, and the test was in every respect satisfactory.

As regards the general condition of the permanent way and works of the Grand Trunk, Captain Tyler reported that he observed a great improvement as compared with what he saw at the period of his previous visit in 1867. The rolling stock had not only been increased but was improved; 12 miles of sidings had been added; additional station accommodation for passengers and freight had been provided; and altogether "the system generally was in a far more efficient and healthy condition than when I inspected it in 1867."

The condition and prospects of the undertaking have formed during the half-year a subject of anxious deliberation to the directors. The Arrangements act of 1862 expires, as the proprietors are aware, at the end of the present year. It was clearly to the interest alike of bondholders and of stockholders to avoid on the one hand the inconveniences attending the preparation and carrying out of a second Arrangement act, and on the other hand the complication which might arise if the full interest of 6 per cent. were not paid on the 1st and 2d preference bonds and stocks in 1873. Proceeding on careful calculations the board have taken measures for placing the whole concern in the best possible condition as regards means of conveyance, siding, and station accommodation, with a view to the paramount object of increasing the net earnings to the required amount for the payment of interest on the preference bonds in 1873. By the sale of the remainder of the second equipment mortgage bonds at par, and with the net revenue as estimated to the

end of the year, all the funds required for these purposes will, it is believed be provided without trenching upon the other assets now in hand. The permanent way will, at the end of the present year, be in an improved and the rolling stock in a thoroughly good condition. The Grand Trunk will, on the completion of the International Bridge, be in a good position for carrying through traffic between New York and the West with advantage to the freighter and traveling public and profit to themselves. The prospects as to through rates are brighter, especially since the break up of the Erie King in New York. Canada is growing in population and wealth. The opening of the Intercolonial will tend to lessen the loss heretofore experienced at the eastern end of the line. Under these circumstances the directors would ask the proprietors to exercise for another year the patience which is necessary to enable them to reap the first portion of the fruit of their past sacrifices.

Certificates for the capitalised interest for the year 1871 on the preference bonds and stocks will be issued shortly after the meeting.

The directors who retire by rotation are Messrs. Ferrier, Menzies, Potter, and Swift, and the retiring auditor is Mr. Child. These gentlemen are eligible, and offer themselves for re-election.

#### The New City on the Ohio.

The rapid and vigorous growth of some of our great Western cities, twenty-five or thirty years ago, which seemed so much like magic, or like a tale of the Arabian Nights, seems to be repeating itself in these later times nearer home, in the sudden birth and growth of the new city of Huntington, on the Ohio River, at the terminus of the Chesapeake and Ohio Railroad. Where, a year ago, there were half a dozen or more farms adjoining each other, and as many straggling farm houses, there is now a well laid out and generously planned city, duly incorporated, and with an organized city government, containing already about five miles of graded streets and avenues, over 200 buildings, and a population of from 1,000 to 1,500, to which additions are daily made from all sections of the country, preparing as rapidly as energy and capital and enterprise can accomplish it for the establishment and carrying out, on an extensive scale, of all the various manufacturing business industries which go to make up a thriving and prosperous town, and for which the situation is peculiarly favorable. The western shops and depots of the Chesapeake and Ohio Railroad Company are located here, and are now being erected on an extensive and substantial plan. Preparations are being made for the establishment here of rolling mills, car-wheel manufacturers, manufactoryes of agricultural implements, building materials, etc., etc., for the western markets. Cheap fuel, cheap iron, cheap timber, and unfailing communication by rail and water with all the principal markets of the country combine to concentrate at Huntington all the elements of a great manufacturing and business centre. It will be the focal point at which all the railroads through Kentucky and Ohio, now building and projected to connect with the Chesapeake and Ohio, will concentrate. It must also become the great depot for the shipment and distribution of the coal of the Kanawha Valley, with which it is already connected by the western division of the C. and O. Railroad, and which is destined to be the great source of the supply of coal for the Western and Southwestern markets. Its situation at the head of reliable navigation on the Ohio River and at the western terminus of the Chesa-

peake and Ohio Railroad whose immense through tonnage and extensive coal and iron business must contribute to its rapid growth, assures its future as a populous and flourishing city.

#### New York and Albany Railroad.

(From the Albany Evening Journal April 24.)

The Assembly passed a bill last evening authorizing the Delaware and Hudson Canal Company to guarantee the payment of the principal and interest of any bonds (not exceeding \$1,100,000) which the city of Albany may issue in aid of the New York and Albany Railroad Company. This will result in a satisfactory compromise of the disagreement between the city and Railroad company in regard to the issue of stock authorized some time since by a written approval of a majority of the tax-payers of the city. The guarantee of the Delaware and Hudson Canal Company ensures the city of Albany against loss, and the loan of the credit of the city to the amount named ensures the early construction of the West Shore New York and Albany road.

We congratulate all the parties concerned in view of this judicious and honorable compromise. It is another proof of the influence and sagacity of those who have this great enterprise in charge. The following is the bill:

**AN ACT** to facilitate the construction by the New York and Albany Railroad Company of a railroad on the west side of the Hudson river, by authorizing the city of Albany to issue its bonds, and the Delaware and Hudson Canal Company to guarantee the same for the purpose of aiding in such construction.

**SEC. 1.** The city of Albany is hereby authorized to issue its bonds in ordinary form, payable to bearer, to run not exceeding thirty years, and for an amount in the aggregate not exceeding eleven hundred thousand dollars, for the purpose of aiding in the construction of the New York and Albany Railroad, upon the following conditions and obligations, to be entered into by the said New York and Albany Railroad Company, and the Delaware and Hudson Canal Company, which conditions, obligations and contracts the said corporations are hereby authorized to make.

The said Delaware and Hudson Canal Company is hereby authorized to contract with the said New York and Albany Railroad Company of the second part and the city of Albany of the third part, that if the said city of Albany shall issue its bonds to an amount not exceeding that hereinbefore stated, and to run a period not exceeding that hereinbefore stated, and shall receive therefor the stock of the said New York and Albany Railroad Company to an amount estimated at par value equivalent to the amount of bonds so issued, it, (the said Canal Company) will simultaneously with the issue of said bonds, bind itself to pay the interest falling due thereon after the first two years from their date, as it shall become due, and will guarantee and indemnify the city of Albany against the principal thereof, and all liability to pay the same, in consideration of the Delaware and Hudson Canal Company receiving the said stock from the city of Albany, together with all dividends accruing or declared upon the same.

And with a view to such arrangement, the said three corporations are authorized to enter into any agreements and contracts for the leasing of said New York and Albany Railroad to the said Canal Company, and the creating of a sinking fund for the retirement of the said bonds when falling due, and the indemnifying the city of Albany from liability thereupon, as may be proper and judicious for the above purposes.

**§2.** Nothing herein shall be construed to authorize the issue of any bonds by the city of Albany except upon the terms and conditions above described.

**§3.** This act shall take effect immediately.

## THE CANADA SOUTHERN RAILWAY COMPANY

Are now offering through the undersigned the  
**REMAINING \$5,000,000**

OF THEIR

**First Mortgage Sinking Fund  
30 Years**

**7 PER CT. GOLD BONDS**

AT

**90 AND ACCRUED INTEREST.**

THE ROAD runs from Buffalo to the Detroit River, connecting there with the Chicago and Canada Southern, now being built to Chicago, and will thereby form the

**SHORTEST TRUNK LINE BETWEEN BUFFALO AND CHICAGO**, or, in other words, will be the **SHORTEST LINK IN THE GREAT LINE OF TRAFFIC BETWEEN THE EAST AND WEST**, connecting the **GREAT SYSTEM OF RAILWAYS** which diverges from Buffalo, Toledo and Chicago.

A branch also runs from St. Thomas to St. Clair, where it forms connections with the various roads leading into the lumber and mineral regions of Michigan.

THE MAIN LINE from Buffalo to the Detroit River is 229 miles long. The branch from St. Thomas to St. Clair is 61 miles, and runs through the great Canada oil region.

OF THE entire line (290 miles) **Two hundred and twenty miles are graded, bridged, and ready for the superstructure**. The remaining 70 miles are under contract to be ready for the superstructure early in the Summer.

OF THE 800,000 ties required, 600,000 are on hand and the remainder are coming in daily.

SIX THOUSAND FIVE HUNDRED TONS of rails are delivered and paid for, and the balance contracted to be delivered early in the Summer, those for the main line being STEEL, all 60 lb. to the yard.

ALL the materials for the stations, and a part of the equipment are purchased.

TRACK LAYING will be begun as soon as the frost is out of the ground.

The entire line will be ready for business on or before Dec. 31, 1872.

THE ROAD is being built by the most experienced railroad men in the country, who are confident of a profitable business for it from the day of its opening.

THE ROAD will be

**33 Miles Shorter than any other Road, either BUILT or in contemplation between Buffalo and Chicago.**

THE MAXIMUM GRADE on the entire line does not exceed **FIFTEEN FEET** to the mile—and Ninety six per cent. of the road IS STRAIGHT.

The Canada Southern (including its branch of 61 miles to St. Clair) and the Chicago and Canada Southern, with their light grades, direct alignment, being the shortest route between Buffalo and Chicago, will admit of the most speedy, economical, and safe transit attainable for both passengers and freight.

The road thus far has been built by cash subscriptions, and the proceeds of the bonds now offered will complete and fully equip it. The principal and interest of the bonds are payable either in New York, London, or Frankfort.

We have no hesitation in recommending the bonds AS A PERFECTLY SAFE as well as a PROFITABLE INVESTMENT.

**LEONARD, SHELDON & FOSTER,**  
**No. 10 Wall-St.**

**Schuylkill Navigation Co.**

The dissatisfaction that has for some time existed as to the situation of the Schuylkill Navigation Company, there is reason to hope, was amicably adjusted at the adjourned meeting of the Company yesterday. Many of the stockholders would have preferred the proposition of the committee reported at the last previous meeting of putting the works into the control of the Reading Railroad Company, and a resumption of full dividends under the lease on the 1st of July next, but to this there were found some legal difficulties, which, added to the personal objections known to exist, rendered most advisable the conclusions arrived at yesterday, namely, that the Reading shall continue its annual payment of \$10,392 for maintenance of organization, but that only \$5000 of that sum after the current year shall be applied to that purpose, the remainder going towards the payment of claims; that the Navigation Company shall resume the payment of 50 cents per share semi-annually on the preferred and 25 cents semi-annually on the common stock—being two-thirds of the dividend named in the lease. The entire dividends annually paid by the Reading to the Navigation Co. are \$80,556 on the preferred and \$28,360 on the common stock—giving a total of \$108,916. One-third of this sum being withheld from the stockholders amounts to \$36,305, to which if is added the \$5,392 withheld from the item of organization expenses, gives an aggregate of \$41,169 to be applied annually to the extinguishment of the floating debt, which is put down at \$104,000. Thus, under this arrangement, the floating debt will be paid off in two and a half years, while stockholders will regularly get two-thirds of their full dividends, and when the floating debt is paid the Company will thereafter have whatever excess there may be in the annual item of \$10,392 organization charges, as the nucleus on which to grow a surplus. The committee having the matter in charge, joined with loanholders, stockholders and officers in the compromise, and long-waiting stockholders may now safely be congratulated on once more finding their stock among the reliable investments. At the present price of 16 for the preferred shares they pay 6 per cent. on their cost, with the probability of 10 per cent. at the end of two and a half years.—*Phila. Ledger*, April 25.

**Toledo and Southwestern Railway.**

The prospects of this new project, flattering as they have been from the outset, are constantly brightening, and at this date, are more gratifying than those of any new enterprise of the kind now occupying the attention of the Northwest. Meetings have been held at all the principal points between this city and Willshire, and the attendance and enthusiasm surpasses anything of the kind that has ever been witnessed in connection with a railroad project. This interest has been greatly heightened by the passage of the Boesel bill by the legislature, as it enables the people along the route to increase the amount which they feel willing to put into the road; and there is no doubt that the aid which will be voted coupled with the large individual subscriptions which have been made, will enable the company, as soon as it is formally organized, to commence work along the entire line of the Ohio Division. More than sufficient money has already been pledged to construct the road-bed, and at every point between Grand Rapids and Willshire, via Van Wert, the people are at work with an energy and zeal that promises an early completion of the enterprise.—*Toledo Blade*.

**Journal of Railroad Law.**

**RAILROAD COMPANIES—BILL OF LADING GIVEN AFTER SHIPPER HAS PARTED WITH HIS GOODS DOES NOT CONTROL VERBAL AGREEMENT MADE AT TIME OF SHIPMENT.**

The case of *Bostwick vs. The Baltimore and Ohio Railroad Company*, (45 N. Y., 712,) was an action brought to recover the value of sixteen bales (part of fifty-four bales) of cotton, shipped by the plaintiff from Cincinnati to New York. The cotton was conveyed by rail to Baltimore, and there shipped on steamers for New York. Thirty-eight bales went through safely to New York. The sixteen bales were never delivered. The District Court non-suited the plaintiff and the General Term affirmed it.

The following is the opinion of the Court delivered by

**RAPALLO, J.**—No evidence was introduced on the part of the defendant showing any limit to the authority of Cooke in making contracts for transportation by the line in question. That he was the agent of the defendant and the other companies for the making of such contracts, is shown by the facts, that a portion of the bales shipped under the contract made by him were carried through, and that the defendant received the freight for the entire distance on all the bales, according to the contract; that on the face of the bill of lading, of which the defendant claims the benefit the name of Cooke is printed as agent, at Cincinnati, of the line of transportation of which the defendant's road forms a part, which purports to be a through line, and that the bill is signed by him as such agent.

In the absence of any explanation by the defendant, these facts were at least *prima facie* evidence of the authority of Cooke to make the verbal contract testified to by the plaintiff.

There was no contradiction attempted of the evidence of the plaintiff that he made a verbal contract with Cooke for the transportation of the fifty-four bales through to New York by "all rail" and agreed to pay the all rail route. The goods were shipped under this verbal agreement, before any written contract or bill of lading had been tendered to the plaintiff.

The verbal agreement had been acted upon, and under it the plaintiff had parted with all control over his goods.

The rule that prior negotiations were merged in a subsequent written contract does not apply to such a case as this.

If the plaintiff had expressly assented to the terms of the bill of lading subsequently delivered to him, such assent would operate as a change of the terms of the contract originally made, and under which he had parted with his property. But after the verbal agreement had been consummated and rights had accrued under it, the mere receipt of the bill of lading, inadvertently omitting to examine the printed conditions, was not sufficient to conclude the plaintiff from showing what the actual agreement was under which the goods had been shipped.

In the case of *Corey vs. The N. Y. Cent. R. R. Co.*, decided in April 1871, not reported, we held that conditions contained in a bill of lading, not delivered until after the shipment and loss of the goods, though before the loss was known, did not control the rights of the shippers.

The present case is analogous in principle to the one cited.

The goods having been shipped under an agreement that they should be carried "all rail" a loss occasioned by their being carried by sea is no excuse for their non-delivery to the plaintiff.

There was also some evidence of delay in sending forward the portion of the goods which was lost. This delay, unexplained, tended to show negligence on the part of the defendant.

It is true that there is no allegation of negligence in the complaint. But the complaint alleges the non-delivery of the goods, which was a breach of duty on the part of the defendant, unless excused.

The defendant sets up, in excuse, the conditions of the bill of lading, and the loss of the goods by the dangers of navigation. Even if the conditions were binding upon the plaintiff, it was competent to rebut this defense by showing that the goods became exposed to the danger by reason of the default of the defendant, and that if they had been forwarded with due diligence, they would not have been on board of the vessel which was lost. (*Michaels vs. The N. Y. Cent. R. R. Co.* 30 N. Y. 564.)

If there was negligence on the part of the defendant in sending forward the goods, the conditions of the bill of lading would not exempt the defendant from liability.

The judgment should be reversed and a new trial ordered, costs to abide the event.

So Ordered.

**L** The *Le Roy (N. Y.) Courier* of 26th ult., says: "We are gratified in being able to announce that John L. Mapes, chief, with his corps of engineers, is now engaged in re-running the line of the New York and Chicago Railway east from this village to the Genesee river. They have just finished the line west from Batavia to the Niagara river. We are informed that the whole line through the State has now been run, and the grades and curves are within the maximum as required by General Stewart, the chief engineer. The survey from Syracuse to Black Rock is probably as near a direct line as any road of equal length in the United States."

**L** The track on the narrow-gauge North and South railroad having been laid for one mile out from Columbus, Ga., the first locomotive trip was made over it on the 26th ult. Construction trains will hereafter run regularly. Track laying will be continued at the rate of about five miles per month.

**L** The *Sandwich Gazette* says that owing to the great increase in the price of iron, the extension of the Cape Cod Railroad, from Wellfleet to Provincetown, will be abandoned until another year. The grading of the road will be completed this summer as contracted.

**L** The estimated earnings of the Erie Railway for the week ending April 23 1872, were \$434,175; against \$351,108 for the corresponding period of 1871—an increase of \$83,067. Total earnings since April 1, 1872, \$1,218,709—an increase over the same time in 1871 of \$210,545.

**L** The estimated earnings of the Kansas Pacific Railway for the second week in April were \$73,397 62.

**Atlantic and Gt. Western Railroad.**

The following is a summary of a Report made to the New York Stock Exchange by the Committee on Securities;

	Miles.
Length of main line from Salamanca, N. Y., to Dayton, Ohio.....	388
Franklin branch .....	32
Hubbard.....	14
Silver Creek.....	6
Leases—Cleveland and Mahoning.....	67
Total number of miles.....	507

In addition to the above, the company own an interest in the lease of the Cincinnati, Hamilton and Dayton Railroad, 67 miles.

First mortgage seven per cent. bonds, dated December 16, 1871. Mature January 1, 1902. Principal and interest payable in gold in London. Interest payable January 1 and July 1, in London.....	\$18,000,000
Second mortgage seven per cent bonds, dated December 16, 1871. Mature March 1, 1902. Principal and interest payable in gold in London. Interest payable March 1 and September, in London.....	12,000,000
Third mortgage seven per cent bonds, dated December 16, 1871; mature May 1, 1902; principal and interest payable in gold in London. Interest payable (when earned) May 1 and November 1, in London, but no interest is to be paid unless earned above all expenses and additions to road .....	29,000,000

Total issue of bonds..... \$59,000,000  
Capital stock, common and preferred, to be issued to creditors of the old company .....

50,000,000

Total capital..... \$109,000,000

Receipts for October, 1871..... \$397,934 74  
Receipts for November, 1871..... 291,376 26  
Receipts for December, 1871..... 357,102 67

Of the first mortgage bonds \$9,500,000 are held by the company to redeem outstanding first mortgage bonds on the Ohio division, and the outstanding stock of the reorganization trustees, and \$1,500,000 remain in the treasury of the company, leaving \$7,000,000 to the creditors of the old company. Of the second mortgage bonds, \$8,000,000 are issued to creditors of the old company, and the remainder are in the treasury.

OFFICE OF THE ILLINOIS CENTRAL RAILROAD Co. }  
NEW YORK, May 2, 1872. }

THE ANNUAL MEETING OF THE SHAREHOLDERS of the Illinois Central Railroad Company for the election of directors and the transaction of other business will be held at the office of the Company, in the city of Chicago, on Wednesday, the 29th day of May instant, at 11 o'clock A. M.

The transfer books of the Company will be closed after the fourteenth instant until the first day of June next.

L. A. CATLIN, Secretary.

## THE WATSON MANUFACTURING CO.

PATERSON, NEW JERSEY.

BUILDERS OF

POST'S PATENT

## Diagonal Truss Bridges,

OF IRON, WOOD, OR WOOD AND IRON COMBINED, FOR

## Railroads & Highways,

Roofs, Turn-Tables, and General Machine Work.

\*New York Office, 303 Broadway.

W. G. WATSON, Pres. A. J. Post, Eng.

J. WATSON, Vice Pres. T. J. SKIDMORE, Gen. Agent.

## CAIRO AND FULTON

### RAILROAD CO.

First Mortgage, Sinking Fund

## Land Grant Bonds,

Due 1891 in Gold.

INTEREST 7 PER CENT. GOLD, FREE OF GOVERNMENT TAX.

Payable January 1st and July 1st, in New York.

THE CAIRO AND FULTON RAILROAD IS the main artery for travel across the State of Arkansas. It is the continuation of the St. Louis and Iron Mountain Railroad, and under the same management. It will connect the St. Louis Railroads and the Illinois Central Railroad with the International Railroad, the Southern Pacific Railroad and the Texas system of roads. Its length is 301 miles, and it deviates from a straight line but six miles. It has no grades over 15 feet to the mile. It passes through the most thriving counties and the Capital, Little Rock. The Land Grant of 1,926,400 acres "is one of the most extensive and valuable ever made to any road by Congress." The whole road is under contract for building, 52 miles are now operated, and track-laying will go on at the rate of about half a mile a day until the connection of Little Rock with St. Louis is completed. The First Mortgage Bonds, \$8,000,000, are the first lien upon the road, rolling-stock and lands, and are recommended as a safe investment. The officers are:

THOMAS ALLEN, (St. Louis) .... President.  
H. G. MARQUAND, (120 Broadway) .... Vice-Pres.  
D. W. McWILLIAMS, (120 Broadway) .... Treasurer.  
W. R. DONALDSON, (St. Louis) .... Secretary.  
NEW YORK DIRECTORS.

WM. H. SWIFT, HENRY G. MARQUAND,  
WM. T. BLODGETT, JOHN H. SWIFT,  
H. M. ALEXANDER, ALANSON TRASK.

The Union Trust Company, Trustee of the Bonds. Price 90 and accrued interest in currency. The Company reserves the right to advance the price at any time. Marketable securities received in exchange at full market rates and Express charges paid. Maps and pamphlets may be obtained on application to

H. G. MARQUAND, 120 Broadway.

Francis C. Bowen,

## PATENT LAWYER,

No. 7 Warren Street,

NEW YORK.

Patentees, and others can secure the professional services of Mr. Bowen, in procuring United States and Foreign Patents, and conducting Patent suits for INJUNCTIONS and INFRINGEMENTS in the U. S. Courts.

Address or call as above.

## RAILROAD IRON.

THE UNDERSIGNED HAVE FOR SALE 1,060 tons 30-pound fish pattern rails, now on the way to New Orleans.

PERKINS, LIVINGSTON & POST,  
No. 31 New-St., New York.

## TRAUTWINE'S

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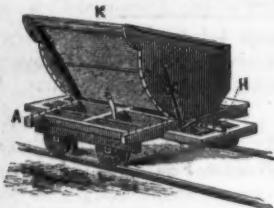
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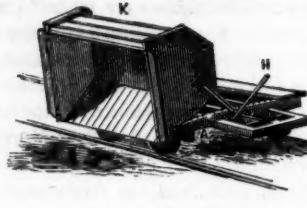


Fig. No. 1, Car Loaded.

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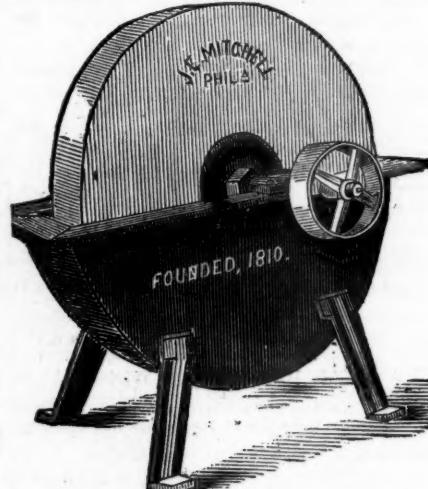
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